



# Planning Technical Advisory Committee Meeting (PTAC)

## REGULAR MEETING AGENDA

December 16, 2009  
10:30 a.m.

South Florida Regional Transportation Authority  
Boardroom  
800 NW 33<sup>rd</sup> Street  
Pompano Beach, Florida 33064  
*www.sfrta.fl.gov*

FOR FURTHER INFORMATION CALL JOSEPH QUINTY AT (954) 788-7928

### Members

Maria Batista, Miami-Dade Transit  
Michael Busha, Treasure Coast Regional Planning Council  
William Cross, South Florida Regional Transportation Authority  
Carolyn Dekle, South Florida Regional Planning Council  
Jose Luis Mesa, Miami-Dade Metropolitan Planning Organization  
Barnie McCoy, Broward County Transit  
Gustavo Schmidt, Florida Department of Transportation, District IV  
Phil Steinmiller, Florida Department of Transportation, District VI  
Greg Stuart, Broward Metropolitan Planning Organization  
Fred Stubbs, Palm Tran  
Randy Whitfield, Chairman, Palm Beach Metropolitan Planning Organization  
Nancy Ziegler, FDOT, District IV

---

**Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is southeast of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.**

---

**PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)**  
**MEETING OF DECEMBER 16, 2009**

The meeting will convene at 10:30 a.m., and will be held in the Boardroom of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33<sup>rd</sup> Street, Suite 100, Pompano Beach, FL 33064.

**CALL TO ORDER**

**PLEDGE OF ALLEGIANCE**

**AGENDA APPROVAL** – Additions, Deletions, Revisions

**DISCUSSION ITEMS**

**MATTERS BY THE PUBLIC** – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

<b>CONSENT AGENDA</b>
-----------------------

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.
--

C1 – MOTION TO APPROVE: Minutes of PTAC Meeting of October 21, 2009

<b>REGULAR AGENDA</b>
-----------------------

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
--

No items.

<b>INFORMATION / PRESENTATION ITEMS</b>
---

Action not required, provided for information purposes only.
--

I1 – INFORMATION: SFRTA Legislative Update

I2 – INFORMATION: Job Access Reverse Commute (JARC) and New Freedom Programs

I3 – INFORMATION: Tri-Rail Parking Management Study

I4 – INFORMATION: SFRTA Shuttle Bus Service and Financial Assessment

I5 – INFORMATION: Miami-Dade MPO FEC Connection Study

OTHER BUSINESS: Proposed 2010 PTAC Meeting Schedule

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

MEETING ATTENDANCE SUMMARY – Enclosed

NEXT MEETING DATE – January 20, 2010

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Executive Office at 800 NW 33<sup>rd</sup> Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the Board of Directors for the South Florida Regional Transportation with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Board are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

# **DRAFT**

## **MINUTES**

### **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING October 21, 2009**

---

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:30 a.m. on Wednesday, October 21, 2009 in the Boardroom of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices located at 800 NW 33<sup>rd</sup> Street, Suite 100, Pompano Beach, Florida 33064.

#### **COMMITTEE MEMBERS PRESENT:**

Mr. Larry Allen, South Florida Regional Planning Council (RPC)  
Ms. Lois Bush, Florida Department of Transportation (FDOT), District 4  
Mr. William Cross, South Florida Regional Transportation Authority (SFRTA)  
Ms. Kim Delaney, Treasure Coast RPC  
Mr. Wilson Fernandez, Miami-Dade Metropolitan Planning Organization (MPO)  
Mr. John Garcia, Miami-Dade Transit (MDT)  
Mr. Ken Jeffries, FDOT, District 6  
Mr. Shi-Chiang Li, FDOT District 4  
Mr. Joseph Quinty, SFRTA  
Mr. Jonathan Roberson, Broward County Transit (BCT)  
Mr. Fred Stubbs, Palm Tran  
Mr. Randy Whitfield, Palm Beach MPO, PTAC Chair  
Mr. Enrique Zelaya, Broward MPO

#### **ALSO PRESENT:**

Mr. Steve Anderson, SFRTA  
Ms. Loraine Cargill, SFRTA  
Mr. Bob Chapman, Kimley-Horn  
Mr. Chris Dube, FDOT District 6  
Ms. Sabrina Glenn, South Florida Commuter Services (SFCS)/Boca TMI  
Mr. Dan Glickman, Citizen  
Ms. Amie Goddeau, FDOT, District 4  
Mr. Greg Kyle, Kimley-Horn  
Mr. Mark Ledford, Kimley-Horn  
Ms. Elaine Magnum, SFRTA  
Mr. Dan Mazza, SFRTA  
Ms. Angela Morlok, Palm Beach MPO  
Mr. John Ramos, BCT  
Ms. Cindi Ritzler, SFRTA  
Mr. Carlos Roa, Miami-Dade MPO  
Mr. Jim Udvardy, SFCS  
Mr. Ravi Wijesundera, Kimley-Horn  
Ms. Natalie Yesbeck, SFRTA  
Mr. Eric Zahn, SFRTA

## **CALL TO ORDER**

The Chair called the meeting to order at 10:45 a.m.

## **ROLL CALL**

The Chair requested the roll call.

## **PLEDGE OF ALLEGIANCE**

### **AGENDA APPROVAL** – Additions, Deletions, Revisions

A motion was made by Mr. Larry Allen to approve the agenda. The motion was seconded by Mr. Jonathan Roberson. The motion was called to a vote and carried unanimously.

## **DISCUSSION ITEMS**

### **MATTERS BY THE PUBLIC** – None

### **CONSENT AGENDA**

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

**C1 – MOTION TO APPROVE:** Minutes of Planning Technical Advisory Committee Meeting of September 16, 2009.

A motion was made by Mr. Fred Stubbs to approve the meeting minutes. The motion was seconded by Mr. Allen. The motion was called to a vote and carried unanimously.

### **REGULAR AGENDA**

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

No items.

### **INFORMATION / PRESENTATION ITEMS**

Action not required, provided for information purposes only.

## **11. - INFORMATION:** Job Access Reverse Commute (JARC) and New Freedom Programs

Mr. Ravi Wijesundera with Kimley-Horn began the presentation by giving an update on the JARC and New Freedom (NF) project applications that were reviewed and endorsed by the PTAC and SFRTA Governing Board earlier this year. Mr. Wijesundera announced that these seven JARC and NF project applications (seeking FY 2007 funds) were approved by the Federal Transit Administration (FTA). He

mentioned that SFRTA is now working to develop third party agreements in order to pass these funds through to the individual applicants, with the only exception being Miami-Dade Transit (MDT) because MDT is authorized to receive the JARC and NF funds directly from FTA.

Mr. Wijesundera then announced that the next funding cycle (for FY 2008 & 2009 JARC and NF funds) will begin shortly. He noted that the combined JARC and NF funds available for FY 2008 will be \$5 million, with an even higher \$5.8 million total available for FY 2009. Each of these funding amounts is approximately twice as much as was available in the FY 2007 cycle. Mr. Wijesundera clarified that both FY 2008 and 2009 funds will be awarded during the upcoming cycle. He noted that unlike last year, there is more time for the solicitation, review, and selection process. As a result, the process is beginning earlier this time around, with a key emphasis to get the word out and get more public and private sector entities familiar with the process. He pointed out that for the upcoming funding cycle, the schedule will include a public workshop with a representative from FTA in attendance, likely to be held at SFRTA's offices in mid January. Mr. Wijesundera stated that the workshop would be an opportunity for the applicants to come and learn about the JARC and NF process and become familiar with the type of projects are eligible and what's the application process, selection criteria etc. He also noted that included in the agenda package is a draft schedule that highlights some of the key dates in the upcoming funding cycle process. Some components include advertising the public notification for projects sometime in December, holding the public workshop in January 2010, an application deadline around the third week of February, PTAC member evaluation in March, and selection by the SFRTA Governing Board in April. Mr. Wijesundera noted that he and SFRTA staff will be giving updates to the committee throughout. He closed by asking PTAC members' assistance in getting the word out and mentioning that SFRTA will be the point of contact for any JARC and NF related questions.

## **12. - INFORMATION: Miami-Dade MPO CSX Rail Corridor Evaluation Study**

Mr. Wilson Fernandez of Miami-Dade MPO gave a detailed presentation on the recently completed CSX Rail Corridor Evaluation Study, which is a follow up of the MPO's previous Kendall-Link transportation analysis. Mr. Fernandez explained that this study examined the possibility of a new rail link to connect the CSX Lehigh Spur (parallel to the Dolphin Expressway) with existing freight customers currently served by the CSX Homestead Subdivision and GPC Spur. He stated that a new rail link is sought because it would reduce community impacts in the West Kendall area, by eliminating freight traffic on the Homestead Subdivision and GPC Spur. This would then open up a wider range of future transit options on the Homestead Subdivision and GPC Spur, such as bus rapid transit (BRT). As part of the presentation, potential alignment alternatives for the freight rail link were shared with the committee, with Mr. Fernandez noting that coordination is taking place with the Miami-Dade Expressway Authority (MDX) about co-locating the rail right-of-way with potential southwestern Dolphin Expressway extension concepts. Various BRT alternatives using existing rail corridor right-of-way in the Kendall area were also shared with the committee. Mr. Fernandez pointed out that the BRT options that have been developed use a mix of both the and CSX Homestead Subdivision and FEC (Ludlam Trail) corridors.

## **13. - INFORMATION: BCT Comprehensive Operational Analysis (COA) Update**

Mr. Jonathan Roberson of Broward County Transit (BCT) presented this item. He began by distributing a flyer on the various workshops to be held in Broward County regarding BCT's Comprehensive Operational Analysis (COA) Study. Mr. Robertson stated that the purpose of the workshops is to have an interactive charrette type of workshop that would involve current users and potential users of the system and find out what's working for them and what's not in the current system. He also pointed out that the COA Study consultant team has been meeting with key stakeholders in the region and most of

the committee has probably been contacted. Mr. Roberson commented that today's presentation was a general update, with a more detailed update and wrap up to follow in the coming months. For example, the team has all of the data from the recent onboard survey, but it's really not digestible yet. He noted that the survey data, stakeholder meetings, and public workshops will combine to help complete the COA effort. Mr. Roberson mentioned that changes to the existing BCT system are expected to be recommended by the study. He added that the study is scheduled to conclude in January and some potential changes to the system could be implemented by the middle of 2010. Chairman Whitfield asked how the COA Study relates to the TDP. Mr. Roberson replied that the COA should refine the TDP service plan.

#### **14. - INFORMATION: I-95 Mobility Study**

Ms. Amie Goddeau, of FDOT District 4 gave a presentation on the I-95 Mobility Study, which is currently in progress. Ms. Goddeau commented that the study is a multi-modal effort that stemmed from SIS and development impact issues that were raised when Broward County was updating its comprehensive plan and transportation element. She also referenced two related issues, the new update of the SIS and new I-95 legislation. Ms. Goddeau noted that the study is seeking multi-modal solutions and looking at parallel facilities for congestion management, as there are limited opportunities for capital projects to add highway capacity. To date, the study has been using geographic information systems (GIS) to identify transportation assets and collect transit ridership and survey data. Ms. Goddeau mentioned that recent I-95 survey data has found that 60% of origins and 72% of destinations are within two miles of the Interstate. She concluded by stating that further updates will be provided to the PTAC as the study progresses.

#### **15. - INFORMATION: Tri-Rail Parking Management Study**

Mr. Greg Kyle of Kimley-Horn introduced this item, noting that the Parking Management Study was first presented to the committee at last month's meeting and now there are further findings to share. Mr. Kyle discussed the study's peer review task, which examined what other transit agencies and some local municipalities are doing in terms of managing their parking facilities. He noted that the peers included a mix of commuter rail, light rail, and heavy rail systems in the U.S that charge a fee for parking. Mr. Kyle said that of these systems, approximately half are managing their parking in-house, while the other half contracts out these services to third party operators. He then noted the pros and cons of each approach. Mr. Kyle then reviewed some of the parking fee structures and policies in place at these peer systems. He mentioned that daily fees range from \$1 to \$12 per day and monthly fees range from \$10 to \$116. Different parking management and revenue collection methods were also shared. Some of the fee collection examples utilize new technology such as card access or a multi-space meter, while others are more standard such as a coin box or individual meters. A brief summary was also given regarding the parking focus group meetings with Tri-Rail riders, which had just concluded. At the three focus group meetings, riders provided helpful feedback, including concerns about new parking fees, especially considering recent Tri-Rail fare increases. In closing, it was mentioned that a next major step of the study will be the development of an elasticity model to measure the potential negative impact of parking fees on Tri-Rail ridership. Committee member questions and comments were related to parking lot ownership issues, adding parking costs directly to the ticket costs, and pedestrian access to stations.

#### **OTHER BUSINESS:**

Mr. Quinty stated that South Florida East Coast Corridor (SFECC) Study Public workshops are being held throughout October. He mentioned that a flyer with the scheduled dates and locations for the

workshops is included in the meeting agenda packet. Ms. Delaney commented that she had attended some of the workshops and that the audio presentation was worth seeing.

**SFRTA EXECUTIVE DIRECT OR REPORTS/COMMENTS**

None.

**PTAC MEMBER COMMENTS**

None.

**ADJOURNMENT**

The meeting was adjourned at 12:20 pm.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: DECEMBER 16, 2009

INFORMATION ITEM REPORT

---

---

Information Item                       Presentation

SFRTA LEGISLATIVE UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

The Legislature of the State of Florida recently completed its Special Session, with both the House and Senate approving a bill (HB 1 B) covering a number of statewide rail issues. This new legislation would have significant benefits for SFRTA/Tri-Rail and other passenger rail initiatives throughout the state. At time of writing, the bill is awaiting Governor Crist's signature.

At the PTAC meeting on December 16, SFRTA staff will brief the committee on the Special Session bill and its anticipated impacts.

EXHIBITS ATTACHED: HB 1 B Text  
Senate Journal, December 8  
House Journal, December 7

ENROLLED  
HB 1B, Engrossed 1

2009 Legislature

1                           A bill to be entitled  
2           An act relating to transportation; amending s. 20.23,  
3           F.S.; creating the Florida Statewide Passenger Rail  
4           Commission to monitor passenger rail systems and  
5           associated operations, advise the Department of  
6           Transportation concerning a statewide system of passenger  
7           rail service, evaluate passenger rail policies, and  
8           provide advice and recommendations to the Legislature on  
9           passenger rail operations in the state; providing for  
10          membership and organization of the commission; authorizing  
11          reimbursement for travel and other expenses of members;  
12          prohibiting the commission and its members from taking  
13          part in operations of the department or a monitored  
14          authority; assigning the commission to the Office of the  
15          Secretary of the department for administrative purposes;  
16          providing that expenses of the commission shall be  
17          approved by the secretary; directing the department to  
18          provide administrative support and services to the  
19          commission; providing for a rail enterprise in the  
20          department to be headed by an executive director and  
21          headquartered in Leon County; providing that the executive  
22          director shall be appointed by the Secretary of  
23          Transportation; directing the secretary to assign to the  
24          executive director the responsibility for funding,  
25          developing, and operating high-speed and passenger rail  
26          systems under specified provisions and coordinating  
27          publicly funded passenger rail operations; exempting the  
28          enterprise from department policies, procedures, and

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

29 standards; providing exceptions; amending s. 201.15, F.S.;

30 revising allocation of certain moneys in the State

31 Transportation Trust Fund by increasing the percentage to

32 be allocated for purposes of the Small County Outreach

33 Program and providing for an annual allocation to the

34 Florida Rail Enterprise; amending s. 339.135, F.S.;

35 providing a funding source for allocations to the South

36 Florida Regional Transportation Authority under specified

37 provisions; amending s. 343.58, F.S., relating to the

38 South Florida Regional Transportation Authority; providing

39 that funds dedicated by county governments may be used for

40 certain purposes; providing for allocation of funds from

41 the State Transportation Trust Fund to the authority;

42 providing for cessation of the allocation under certain

43 circumstances; amending s. 341.301, F.S.; revising the

44 definition of "railroad" or "rail system" to include a

45 high-speed rail system and providing definitions for

46 purposes of provisions for rail programs; amending s.

47 341.302, F.S.; revising duties and responsibilities of the

48 department to develop and implement a rail program;

49 authorizing the department's rail system plan to include

50 regional components for certain purposes; revising

51 requirements for the plan to be updated; requiring a plan

52 status report to the Legislature; directing the department

53 to work with local communities to address impacts of

54 passenger rail implementation, finalize alternative routes

55 for through freight rail traffic in Central Florida, and

56 provide technical assistance to a coalition of

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

57 municipalities and counties in Central Florida for  
58 development of a regional rail system plan; providing  
59 parameters within which the department may by contract  
60 indemnify against loss a freight rail operator from whom  
61 it has acquired interest in a rail corridor; authorizing  
62 the department to purchase liability insurance including  
63 coverage for the department, any freight rail operator,  
64 commuter rail service providers, governmental entities, or  
65 any ancillary development and establish a self-insurance  
66 retention fund; limiting the amount of the insurance and  
67 self-insurance retention fund; providing that the insureds  
68 must make payments for the coverage; providing that the  
69 insurance may provide coverage for all damages and be  
70 maintained to provide a fund to cover liabilities arising  
71 from rail corridor ownership and operations; authorizing  
72 the department to incur certain marketing expenses  
73 relating to rail corridor acquisition, ownership,  
74 construction, and operation; providing that  
75 indemnification by contract, the purchase of insurance, or  
76 establishment of a self-insurance retention fund does not  
77 waive sovereign immunity or increase liability limits  
78 provided under specified provisions; providing that  
79 specified provisions apply to the purchase of insurance;  
80 providing that specified provisions relating to rail  
81 service apply to other governmental entities under  
82 contract with the department or designated by the  
83 department; providing for application of specified  
84 provisions to procurement contracts for the construction,

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

85 | operation, maintenance, and management of a rail corridor  
86 | by the department, a governmental entity under contract  
87 | with the department, or a governmental entity designated  
88 | by the department; authorizing the department to complete  
89 | an escrowed closing on the Central Florida Rail Corridor  
90 | acquisition if Federal Transit Administration full-funding  
91 | grant agreement approval is obtained for the proposed  
92 | Central Florida Commuter Rail Transit Project Initial  
93 | Operating Segment; amending s. 341.303, F.S.; revising  
94 | provisions for distribution of rail funds; removing  
95 | provisions for funding service development projects;  
96 | authorizing the department to fund net operating costs of  
97 | eligible intercity or commuter rail systems for a certain  
98 | time period; authorizing the department, through the  
99 | Florida Rail Enterprise, to use specified funds to fund  
100 | certain costs of passenger rail capital improvement  
101 | projects, passenger rail planning and development, the  
102 | high-speed rail system, and projects necessary to identify  
103 | or address anticipated impacts of increased freight rail  
104 | traffic due to implementing passenger rail systems;  
105 | providing that the enterprise shall be a single budget  
106 | entity; providing that the enterprise's budget include all  
107 | passenger rail funding and be submitted to the Legislature  
108 | along with the department's budget; directing the Governor  
109 | to certify forward unexpended funds of the enterprise;  
110 | providing for use of unencumbered funds certified forward;  
111 | amending s. 341.8201, F.S.; revising a short title;  
112 | providing that specified provisions may be cited as the

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

113 "Florida Rail Enterprise Act"; amending s. 341.8203, F.S.;

114 providing definitions for purposes of such act; amending

115 s. 341.822, F.S.; providing powers and duties of the

116 enterprise in addition to the powers and duties of the

117 department; authorizing the enterprise to plan, construct,

118 maintain, repair, operate, and promote a high-speed rail

119 system, to acquire corridors, and to coordinate the

120 development and operation of publicly funded passenger

121 rail systems; providing intent; authorizing the enterprise

122 to cooperate, coordinate, partner, and contract with other

123 entities to accomplish its purposes; authorizing the

124 enterprise to employ certain procurement methods;

125 authorizing the executive director to employ staff;

126 providing that such staff are exempt from specified Career

127 Service System provisions; providing for construction;

128 providing that provisions for powers of the enterprise

129 supersede other laws that are inconsistent; requiring rail

130 enterprise projects or improvements to be developed in

131 accordance with the Florida Transportation Plan and the

132 department's work program; creating s. 341.8225, F.S.;

133 providing that only the department may acquire, construct,

134 maintain, or operate the high-speed rail system; providing

135 for an exception with legislative authorization;

136 authorizing local governmental entities to negotiate with

137 the department for the design, right-of-way acquisition,

138 and construction of components of the system; amending s.

139 341.836, F.S.; providing for the enterprise to undertake

140 associated developments for certain purposes; amending s.

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

141 341.838, F.S.; authorizing the enterprise to establish and  
 142 collect fares, rates, and other charges for services  
 143 provided by the system; authorizing the enterprise to  
 144 contract with other entities; directing the enterprise to  
 145 review the fares, rates, and other charges annually;  
 146 providing for use of moneys collected; providing that such  
 147 fares, rates, and other charges are not subject to  
 148 supervision or regulation by other entities; amending s.  
 149 341.839, F.S.; providing for construction of provisions  
 150 granting powers to the enterprise; removing provisions  
 151 relating to the Florida High-Speed Rail Authority;  
 152 repealing ss. 341.8202, 341.821, 341.823, 341.824,  
 153 341.827, 341.828, 341.829, 341.830, 341.831, 341.832,  
 154 341.833, 341.834, 341.835, 341.837, and 341.841, F.S.,  
 155 relating to the Florida High-Speed Rail Authority,  
 156 legislative findings and intent, criteria for assessment  
 157 and recommendations, technical, scientific, or other  
 158 assistance, service areas, segment designation,  
 159 permitting, conflict prevention, mitigation, and  
 160 resolution, procurement, prequalification, request for  
 161 qualifications, request for proposals, award of contract,  
 162 acquisition of property, rights-of-way, and disposal of  
 163 land, payment of expenses, and reports and audits;  
 164 amending s. 110.205, F.S.; conforming cross-references;  
 165 providing effective dates.

166  
 167 Be It Enacted by the Legislature of the State of Florida:  
 168

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

169 Section 1. Paragraph (b) of subsection (2) and present  
 170 subsection (4) of section 20.23, Florida Statutes, are amended,  
 171 present subsections (3) through (6) are renumbered as  
 172 subsections (4) through (7), respectively, and a new subsection  
 173 (3) is added to that section, to read:

174 20.23 Department of Transportation.—There is created a  
 175 Department of Transportation which shall be a decentralized  
 176 agency.

177 (2)

178 (b) The commission shall have the primary functions to:

179 1. Recommend major transportation policies for the  
 180 Governor's approval, and assure that approved policies and any  
 181 revisions thereto are properly executed.

182 2. Periodically review the status of the state  
 183 transportation system including highway, transit, rail, seaport,  
 184 intermodal development, and aviation components of the system  
 185 and recommend improvements therein to the Governor and the  
 186 Legislature.

187 3. Perform an in-depth evaluation of the annual department  
 188 budget request, the Florida Transportation Plan, and the  
 189 tentative work program for compliance with all applicable laws  
 190 and established departmental policies. Except as specifically  
 191 provided in s. 339.135(4)(c)2., (d), and (f), the commission may  
 192 not consider individual construction projects, but shall  
 193 consider methods of accomplishing the goals of the department in  
 194 the most effective, efficient, and businesslike manner.

195 4. Monitor the financial status of the department on a  
 196 regular basis to assure that the department is managing revenue

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

197 and bond proceeds responsibly and in accordance with law and  
 198 established policy.

199 5. Monitor on at least a quarterly basis, the efficiency,  
 200 productivity, and management of the department, using  
 201 performance and production standards developed by the commission  
 202 pursuant to s. 334.045.

203 6. Perform an in-depth evaluation of the factors causing  
 204 disruption of project schedules in the adopted work program and  
 205 recommend to the Legislature and the Governor methods to  
 206 eliminate or reduce the disruptive effects of these factors.

207 7. Recommend to the Governor and the Legislature  
 208 improvements to the department's organization in order to  
 209 streamline and optimize the efficiency of the department. In  
 210 reviewing the department's organization, the commission shall  
 211 determine if the current district organizational structure is  
 212 responsive to Florida's changing economic and demographic  
 213 development patterns. The initial report by the commission must  
 214 be delivered to the Governor and Legislature by December 15,  
 215 2000, and each year thereafter, as appropriate. The commission  
 216 may retain such experts as are reasonably necessary to  
 217 effectuate this subparagraph, and the department shall pay the  
 218 expenses of such experts.

219 8. Monitor the efficiency, productivity, and management of  
 220 the authorities created under chapters ~~343~~, ~~348~~, and 349,  
 221 including any authority formed using the provisions of part I of  
 222 chapter 348 and any authority formed under chapter 343 which is  
 223 not monitored under subsection (3). The commission shall also  
 224 conduct periodic reviews of each authority's operations and

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

225 budget, acquisition of property, management of revenue and bond  
 226 proceeds, and compliance with applicable laws and generally  
 227 accepted accounting principles.

228 (3) There is created the Florida Statewide Passenger Rail  
 229 Commission.

230 (a)1. The commission shall consist of nine voting members  
 231 appointed as follows:

232 a. Three members shall be appointed by the Governor, one  
 233 of whom must have a background in the area of environmental  
 234 concerns, one of whom must have a legislative background, and  
 235 one of whom must have a general business background.

236 b. Three members shall be appointed by the President of  
 237 the Senate, one of whom must have a background in civil  
 238 engineering, one of whom must have a background in  
 239 transportation construction, and one of whom must have a general  
 240 business background.

241 c. Three members shall be appointed by the Speaker of the  
 242 House of Representatives, one of whom must have a legal  
 243 background, one of whom must have a background in financial  
 244 matters, and one of whom must have a general business  
 245 background.

246 2. The initial term of each member appointed by the  
 247 Governor shall be for 4 years. The initial term of each member  
 248 appointed by the President of the Senate shall be for 3 years.  
 249 The initial term of each member appointed by the Speaker of the  
 250 House of Representatives shall be for 2 years. Succeeding terms  
 251 for all members shall be for 4 years.

252 3. A vacancy occurring during a term shall be filled by

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

253 the respective appointing authority in the same manner as the  
254 original appointment and only for the balance of the unexpired  
255 term. An appointment to fill a vacancy shall be made within 60  
256 days after the occurrence of the vacancy.

257 4. The commission shall elect one of its members as chair  
258 of the commission. The chair shall hold office at the will of  
259 the commission. Five members of the commission shall constitute  
260 a quorum, and the vote of five members shall be necessary for  
261 any action taken by the commission. The commission may meet upon  
262 the constitution of a quorum. A vacancy in the commission does  
263 not impair the right of a quorum to exercise all rights and  
264 perform all duties of the commission.

265 5. The members of the commission are not entitled to  
266 compensation but are entitled to reimbursement for travel and  
267 other necessary expenses as provided in s. 112.061.

268 (b) The commission shall have the primary functions of:

269 1. Monitoring the efficiency, productivity, and management  
270 of all publicly funded passenger rail systems in the state,  
271 including, but not limited to, any authority created under  
272 chapter 343, chapter 349, or chapter 163 if the authority  
273 receives public funds for the provision of passenger rail  
274 service. The commission shall advise each monitored authority of  
275 its findings and recommendations. The commission shall also  
276 conduct periodic reviews of each monitored authority's passenger  
277 rail and associated transit operations and budget, acquisition  
278 of property, management of revenue and bond proceeds, and  
279 compliance with applicable laws and generally accepted  
280 accounting principles. The commission may seek the assistance of

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

281 the Auditor General in conducting such reviews and shall report  
282 the findings of such reviews to the Legislature. This paragraph  
283 does not preclude the Florida Transportation Commission from  
284 conducting its performance and work program monitoring  
285 responsibilities.

286 2. Advising the department on policies and strategies used  
287 in planning, designing, building, operating, financing, and  
288 maintaining a coordinated statewide system of passenger rail  
289 services.

290 3. Evaluating passenger rail policies and providing advice  
291 and recommendations to the Legislature on passenger rail  
292 operations in the state.

293 (c) The commission or a member of the commission may not  
294 enter into the day-to-day operation of the department or a  
295 monitored authority and is specifically prohibited from taking  
296 part in:

297 1. The awarding of contracts.

298 2. The selection of a consultant or contractor or the  
299 prequalification of any individual consultant or contractor.  
300 However, the commission may recommend to the secretary standards  
301 and policies governing the procedure for selection and  
302 prequalification of consultants and contractors.

303 3. The selection of a route for a specific project.

304 4. The specific location of a transportation facility.

305 5. The acquisition of rights-of-way.

306 6. The employment, promotion, demotion, suspension,  
307 transfer, or discharge of any department personnel.

308 7. The granting, denial, suspension, or revocation of any

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

309 license or permit issued by the department.

310 (d) The commission is assigned to the Office of the  
 311 Secretary of the Department of Transportation for administrative  
 312 and fiscal accountability purposes, but it shall otherwise  
 313 function independently of the control and direction of the  
 314 department except that reasonable expenses of the commission  
 315 shall be subject to approval by the Secretary of Transportation.  
 316 The department shall provide administrative support and service  
 317 to the commission.

318 (5)~~(4)~~(a) The operations of the department shall be  
 319 organized into seven districts, each headed by a district  
 320 secretary, and a turnpike enterprise and a rail enterprise, each  
 321 enterprise headed by an executive director. The district  
 322 secretaries and the ~~turnpike~~ executive directors ~~director~~ shall  
 323 be registered professional engineers in accordance with the  
 324 provisions of chapter 471 or, in lieu of professional engineer  
 325 registration, a district secretary or ~~turnpike~~ executive  
 326 director may hold an advanced degree in an appropriate related  
 327 discipline, such as a Master of Business Administration. The  
 328 headquarters of the districts shall be located in Polk,  
 329 Columbia, Washington, Broward, Volusia, Miami-Dade, and  
 330 Hillsborough Counties. The headquarters of the turnpike  
 331 enterprise shall be located in Orange County. The headquarters  
 332 of the rail enterprise shall be located in Leon County. In order  
 333 to provide for efficient operations and to expedite the  
 334 decisionmaking process, the department shall provide for maximum  
 335 decentralization to the districts.

336 (b) Each district secretary may appoint up to three

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

337 district directors or, until July 1, 2005, each district  
338 secretary may appoint up to four district directors. These  
339 positions are exempt from part II of chapter 110.

340 (c) Within each district, offices shall be established for  
341 managing major functional responsibilities of the department.  
342 The heads of these offices shall be exempt from part II of  
343 chapter 110.

344 (d) The district director for the Fort Myers Urban Office  
345 of the Department of Transportation is responsible for  
346 developing the 5-year Transportation Plan for Charlotte,  
347 Collier, DeSoto, Glades, Hendry, and Lee Counties. The Fort  
348 Myers Urban Office also is responsible for providing policy,  
349 direction, local government coordination, and planning for those  
350 counties.

351 (e)1. The responsibility for the turnpike system shall be  
352 delegated by the secretary to the executive director of the  
353 turnpike enterprise, who shall serve at the pleasure of the  
354 secretary. The executive director shall report directly to the  
355 secretary, and the turnpike enterprise shall operate pursuant to  
356 ss. 338.22-338.241.

357 2. To facilitate the most efficient and effective  
358 management of the turnpike enterprise, including the use of best  
359 business practices employed by the private sector, the turnpike  
360 enterprise, except as provided in s. 287.055, shall be exempt  
361 from departmental policies, procedures, and standards, subject  
362 to the secretary having the authority to apply any such  
363 policies, procedures, and standards to the turnpike enterprise  
364 from time to time as deemed appropriate.

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

365       (f)1. The responsibility for developing and operating the  
366 high-speed and passenger rail systems established in chapter  
367 341, directing funding for passenger rail systems under s.  
368 341.303, and coordinating publicly funded passenger rail  
369 operations in the state, including freight rail interoperability  
370 issues, shall be delegated by the secretary to the executive  
371 director of the rail enterprise, who shall serve at the pleasure  
372 of the secretary. The executive director shall report directly  
373 to the secretary, and the rail enterprise shall operate pursuant  
374 to ss. 341.8201-341.842.

375       2. To facilitate the most efficient and effective  
376 management of the rail enterprise, including the use of best  
377 business practices employed by the private sector, the rail  
378 enterprise, except as provided in s. 287.055, shall be exempt  
379 from departmental policies, procedures, and standards, subject  
380 to the secretary having the authority to apply any such  
381 policies, procedures, and standards to the rail enterprise from  
382 time to time as deemed appropriate.

383       Section 2. Paragraph (c) of subsection (1) of section  
384 201.15, Florida Statutes, as amended by chapters 2009-21 and  
385 2009-68, Laws of Florida, is amended to read:

386       201.15 Distribution of taxes collected.—All taxes  
387 collected under this chapter are subject to the service charge  
388 imposed in s. 215.20(1). Prior to distribution under this  
389 section, the Department of Revenue shall deduct amounts  
390 necessary to pay the costs of the collection and enforcement of  
391 the tax levied by this chapter. Such costs and the service  
392 charge may not be levied against any portion of taxes pledged to

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

393 debt service on bonds to the extent that the costs and service  
 394 charge are required to pay any amounts relating to the bonds.  
 395 After distributions are made pursuant to subsection (1), all of  
 396 the costs of the collection and enforcement of the tax levied by  
 397 this chapter and the service charge shall be available and  
 398 transferred to the extent necessary to pay debt service and any  
 399 other amounts payable with respect to bonds authorized before  
 400 January 1, 2010, secured by revenues distributed pursuant to  
 401 subsection (1). All taxes remaining after deduction of costs and  
 402 the service charge shall be distributed as follows:

403 (1) Sixty-three and thirty-one hundredths percent of the  
 404 remaining taxes shall be used for the following purposes:

405 (c) After the required payments under paragraphs (a) and  
 406 (b), the remainder shall be paid into the State Treasury to the  
 407 credit of:

408 1. The State Transportation Trust Fund in the Department  
 409 of Transportation in the amount of the lesser of 38.2 percent of  
 410 the remainder or \$541.75 million in each fiscal year, to be used  
 411 for the following specified purposes, notwithstanding any other  
 412 law to the contrary:

413 a. For the purposes of capital funding for the New Starts  
 414 Transit Program, authorized by Title 49, U.S.C. s. 5309 and  
 415 specified in s. 341.051, 10 percent of these funds;

416 b. For the purposes of the Small County Outreach Program  
 417 specified in s. 339.2818, 5 percent of these funds. Effective  
 418 July 1, 2014, the percentage allocated under this sub-  
 419 subparagraph shall be increased to 10 percent;

420 c. For the purposes of the Strategic Intermodal System

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

421 specified in ss. 339.61, 339.62, 339.63, and 339.64, 75 percent  
422 of these funds after allocating for the New Starts Transit  
423 Program described in sub-subparagraph a. and the Small County  
424 Outreach Program described in sub-subparagraph b.; and

425 d. For the purposes of the Transportation Regional  
426 Incentive Program specified in s. 339.2819, 25 percent of these  
427 funds after allocating for the New Starts Transit Program  
428 described in sub-subparagraph a. and the Small County Outreach  
429 Program described in sub-subparagraph b. Effective July 1, 2014,  
430 the first \$60 million of the funds allocated pursuant to this  
431 sub-subparagraph shall be allocated annually to the Florida Rail  
432 Enterprise for the purposes established in s. 341.303(5).

433 2. The Grants and Donations Trust Fund in the Department  
434 of Community Affairs in the amount of the lesser of .23 percent  
435 of the remainder or \$3.25 million in each fiscal year, with 92  
436 percent to be used to fund technical assistance to local  
437 governments and school boards on the requirements and  
438 implementation of this act and the remaining amount to be used  
439 to fund the Century Commission established in s. 163.3247.

440 3. The Ecosystem Management and Restoration Trust Fund in  
441 the amount of the lesser of 2.12 percent of the remainder or \$30  
442 million in each fiscal year, to be used for the preservation and  
443 repair of the state's beaches as provided in ss. 161.091-  
444 161.212.

445 4. General Inspection Trust Fund in the amount of the  
446 lesser of .02 percent of the remainder or \$300,000 in each  
447 fiscal year to be used to fund oyster management and restoration  
448 programs as provided in s. 379.362(3).

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

449  
 450 Moneys distributed pursuant to this paragraph may not be pledged  
 451 for debt service unless such pledge is approved by referendum of  
 452 the voters.

453 Section 3. Paragraph (a) of subsection (4) of section  
 454 339.135, Florida Statutes, is amended to read:

455 339.135 Work program; legislative budget request;  
 456 definitions; preparation, adoption, execution, and amendment.—

457 (4) FUNDING AND DEVELOPING A TENTATIVE WORK PROGRAM.—

458 (a)1. To assure that no district or county is penalized  
 459 for local efforts to improve the State Highway System, the  
 460 department shall, for the purpose of developing a tentative work  
 461 program, allocate funds for new construction to the districts,  
 462 except for the turnpike enterprise, based on equal parts of  
 463 population and motor fuel tax collections. Funds for  
 464 resurfacing, bridge repair and rehabilitation, bridge fender  
 465 system construction or repair, public transit projects except  
 466 public transit block grants as provided in s. 341.052, and other  
 467 programs with quantitative needs assessments shall be allocated  
 468 based on the results of these assessments. The department may  
 469 not transfer any funds allocated to a district under this  
 470 paragraph to any other district except as provided in subsection  
 471 (7). Funds for public transit block grants shall be allocated to  
 472 the districts pursuant to s. 341.052. Funds for the intercity  
 473 bus program provided for under s. 5311(f) of the federal  
 474 nonurbanized area formula program shall be administered and  
 475 allocated directly to eligible bus carriers as defined in s.  
 476 341.031(12) at the state level rather than the district. In

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

477 order to provide state funding to support the intercity bus  
478 program provided for under provisions of the federal 5311(f)  
479 program, the department shall allocate an amount equal to the  
480 federal share of the 5311(f) program from amounts calculated  
481 pursuant to s. 206.46(3).

482 2. Notwithstanding the provisions of subparagraph 1., the  
483 department shall allocate at least 50 percent of any new  
484 discretionary highway capacity funds to the Florida Strategic  
485 Intermodal System created pursuant to s. 339.61. Any remaining  
486 new discretionary highway capacity funds shall be allocated to  
487 the districts for new construction as provided in subparagraph  
488 1. For the purposes of this subparagraph, the term "new  
489 discretionary highway capacity funds" means any funds available  
490 to the department above the prior year funding level for  
491 capacity improvements, which the department has the discretion  
492 to allocate to highway projects.

493 3. Notwithstanding subparagraph 1. and ss. 206.46(3),  
494 334.044(26), and 339.2819(3), and for the 2009-2010 fiscal year  
495 only, the department shall reduce work program levels to balance  
496 the finance plan to the revised funding levels resulting from  
497 any reduction in the 2009-2010 General Appropriations Act. This  
498 subparagraph expires July 1, 2010.

499 4. For the 2009-2010 fiscal year only, prior to any  
500 project or phase thereof being deferred, the department's cash  
501 balances shall be as provided in paragraph (6)(b), and the  
502 reductions in subparagraph 3. shall be made to financial  
503 projects not programmed for contract letting as identified with  
504 a work program contract class code 8 and the box code RV. These

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

505 reductions shall not negatively impact safety or maintenance or  
 506 project contingency percentage levels as of April 21, 2009. This  
 507 subparagraph expires July 1, 2010.

508 5. Notwithstanding subparagraphs 1. and 2. and ss.  
 509 206.46(3) and 334.044(26), and for fiscal years 2009-2010  
 510 through 2013-2014 only, the department shall annually allocate  
 511 up to \$15 million of the first proceeds of the increased  
 512 revenues estimated by the November 2009 Revenue Estimating  
 513 Conference to be deposited into the State Transportation Trust  
 514 Fund to provide for the portion of the transfer of funds  
 515 included in s. 343.58(4)(a)1.a. or s. 343.58(4)(a)2.a.,  
 516 whichever is applicable. The transfer of funds included in s.  
 517 343.58(4) shall not negatively impact projects included in  
 518 fiscal years 2009-2010 through 2013-2014 of the work program as  
 519 of July 1, 2009, as amended pursuant to subsection (7). This  
 520 subparagraph expires July 1, 2014.

521 Section 4. Section 343.58, Florida Statutes, is amended to  
 522 read:

523 343.58 County funding for the South Florida Regional  
 524 Transportation Authority.—

525 (1) Each county served by the South Florida Regional  
 526 Transportation Authority must dedicate and transfer not less  
 527 than \$2.67 million to the authority annually. The recurring  
 528 annual \$2.67 million must be dedicated by the governing body of  
 529 each county before October 31 of each fiscal year. These funds  
 530 may be used for capital, operations, and maintenance.

531 (2) At least \$45 million of a state-authorized, local  
 532 option recurring funding source available to Broward, Miami-

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

533 Dade, and Palm Beach counties is directed to the authority to  
 534 fund its capital, operating, and maintenance expenses. The  
 535 funding source shall be dedicated to the authority only if  
 536 Broward, Miami-Dade, and Palm Beach counties impose the local  
 537 option funding source.

538 (3) In addition, each county shall continue to annually  
 539 fund the operations of the South Florida Regional Transportation  
 540 Authority in an amount not less than \$1.565 million. Revenue  
 541 raised pursuant to this subsection shall also be considered a  
 542 dedicated funding source.

543 (4) Notwithstanding any other provision of law to the  
 544 contrary and effective July 1, 2010, the department shall  
 545 transfer annually from the State Transportation Trust Fund to  
 546 the South Florida Regional Transportation Authority the amounts  
 547 specified in subparagraph (a)1. or subparagraph (a)2.

548 (a)1. If the authority becomes responsible for maintaining  
 549 and dispatching the South Florida Rail Corridor:

550 a. \$15 million from the State Transportation Trust Fund to  
 551 the South Florida Regional Transportation Authority for  
 552 operations, maintenance, and dispatch; and

553 b. An amount no less than the work program commitments  
 554 equal to \$27.1 million for fiscal year 2010-2011, as of July 1,  
 555 2009, for operating assistance to the authority and corridor  
 556 track maintenance and contract maintenance for the South Florida  
 557 Rail Corridor.

558 2. If the authority does not become responsible for  
 559 maintaining and dispatching the South Florida Rail Corridor:

560 a. \$13.3 million from the State Transportation Trust Fund

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

561 to the South Florida Regional Transportation Authority for  
562 operations; and

563 b. An amount no less than the work program commitments  
564 equal to \$17.3 million for fiscal year 2010-2011, as of July 1,  
565 2009, for operating assistance to the authority.

566 (b) Funding required by this subsection may not be  
567 provided from the funds dedicated to the Florida Rail Enterprise  
568 under s. 201.15(1)(c)1.d.

569 (5)-(4) The current funding obligations under subsections  
570 (1), and (3), and (4) shall cease upon commencement of the  
571 collection of funding from the funding source under subsection  
572 (2). If the funding under subsection (2) is discontinued for any  
573 reason, the funding obligations under subsections (1) and (3)  
574 shall resume when collection from the funding source under  
575 subsection (2) ceases. Payment by the counties shall be on a pro  
576 rata basis the first year following cessation of the funding  
577 under subsection (2). The authority shall refund a pro rata  
578 share of the payments for the current fiscal year made pursuant  
579 to the current funding obligations under subsections (1) and (3)  
580 as soon as reasonably practicable after it begins to receive  
581 funds under subsection (2). If, by December 31, 2015, the South  
582 Florida Regional Transportation Authority has not received  
583 federal matching funds based upon the dedication of funds under  
584 subsection (1), subsection (1) shall be repealed.

585 Section 5. Section 341.301, Florida Statutes, is amended  
586 to read:

587 341.301 Definitions; ss. 341.302-341.303 ~~ss. 341.302 and~~  
588 ~~341.303.~~ -As used in ss. 341.302-341.303 ~~ss. 341.302 and 341.303,~~

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

589 the term:

590 (1) "Ancillary development" includes any lessee or  
 591 licensee of the department, including other governmental  
 592 entities, vendors, retailers, restaurateurs, or contract service  
 593 providers, within a department-owned rail corridor, except for  
 594 providers of commuter rail service, intercity rail passenger  
 595 service, or freight rail service. The term includes air and  
 596 subsurface rights, services that provide a local area network  
 597 for devices for transmitting data over wireless networks, and  
 598 advertising.

599 (2)~~(1)~~ "Branch line continuance project" means a project  
 600 that involves branch line rehabilitation, new connecting track,  
 601 rail banking, and other similar types of projects, including  
 602 those specifically identified in the federal Railroad  
 603 Revitalization and Regulatory Reform Act of 1976, and subsequent  
 604 amendments to that act.

605 (3) "Commuter rail passenger" or "passengers" means all  
 606 persons, ticketed or unticketed, using the commuter rail service  
 607 on a department-owned rail corridor:

608 (a) On board trains, locomotives, rail cars, or rail  
 609 equipment employed in commuter rail service or entraining  
 610 thereon and detraining therefrom;

611 (b) On or about the rail corridor for any purpose related  
 612 to the commuter rail service, including parking, inquiring about  
 613 commuter rail service, or purchasing tickets therefor, and  
 614 coming to, waiting for, leaving from, or observing trains,  
 615 locomotives, rail cars, or rail equipment; or

616 (c) Meeting, assisting, or in the company of any person

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

617 described in paragraph (a) or paragraph (b).

618 (4) "Commuter rail service" means the transportation of  
 619 commuter rail passengers and other passengers by rail pursuant  
 620 to a rail program provided by the department or any other  
 621 governmental entity.

622 (5) "Governmental entity" or "entities" has the same  
 623 meaning as provided in s. 11.45, including a "public agency" as  
 624 defined in s. 163.01.

625 (6)-(2) "Intercity rail transportation system" means the  
 626 network of railroad facilities used or available for interstate  
 627 and intrastate passenger and freight operations by railroads,  
 628 whether or not on a schedule or whether or not restricted.

629 (7) "Limited covered accident" means a collision directly  
 630 between the trains, locomotives, rail cars, or rail equipment of  
 631 the department and the freight rail operator only, where the  
 632 collision is caused by or arising from the willful misconduct of  
 633 the freight rail operator or its subsidiaries, agents,  
 634 licensees, employees, officers, or directors or where punitive  
 635 damages or exemplary damages are awarded due to the conduct of  
 636 the freight rail operator or its subsidiaries, agents,  
 637 licensees, employees, officers, or directors.

638 (8) "Rail corridor" means a linear contiguous strip of  
 639 real property that is used for rail service. The term includes  
 640 the corridor and structures essential to railroad operations,  
 641 including the land, structures, improvements, rights-of-way,  
 642 easements, rail lines, rail beds, guideway structures, switches,  
 643 yards, parking facilities, power relays, switching houses, rail  
 644 stations, any ancillary development, and any other facilities or

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

645 equipment used for the purposes of construction, operation, or  
 646 maintenance of a railroad that provides rail service.

647 (9) "Rail corridor invitee" means all persons who are on  
 648 or about a department-owned rail corridor:

649 (a) For any purpose related to any ancillary development  
 650 thereon; or

651 (b) Meeting, assisting, or in the company of any person  
 652 described in paragraph (a).

653 (10)-(3) "Rail programs" means those programs administered  
 654 by the state or other governmental entities which involve  
 655 projects affecting the movement of people or goods by rail lines  
 656 that have been or will be constructed to serve freight or  
 657 passenger markets within a city or between cities.

658 (11)-(4) "Rail service development project" means a project  
 659 undertaken by a public agency to determine whether a new or  
 660 innovative technique or measure can be utilized to improve or  
 661 expand rail service. The duration of the project funding shall  
 662 be limited according to the type of project and in no case shall  
 663 exceed 3 years. Rail service development projects include those  
 664 projects and other actions undertaken to enhance railroad  
 665 operating efficiency or increased rail service, including  
 666 measures that result in improved speed profiles, operations, or  
 667 technological applications that lead to reductions in operating  
 668 costs and increases in productivity or service.

669 (12)-(5) "Railroad" or "rail system" means any common  
 670 carrier fixed-guideway transportation system such as the  
 671 conventional steel rail-supported, steel-wheeled system as well  
 672 as the high-speed rail system defined in s. 341.8203. The term

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

673 ~~does not include a high-speed rail line developed by the~~  
 674 ~~Department of Transportation pursuant to ss. 341.8201-341.842.~~

675 (13)~~(6)~~ "Railroad capital improvement project" means a  
 676 project identified by the rail component of the Florida  
 677 Transportation Plan, which project involves the leasing,  
 678 acquisition, design, construction, reconstruction, or  
 679 improvement to the existing intercity rail transportation system  
 680 or future segments thereof, including such items as locomotives  
 681 and other rolling stock, tracks, terminals, and rights-of-way  
 682 for the continuance or expansion of rail service as necessary to  
 683 ensure the continued effectiveness of the state's rail  
 684 facilities and systems in meeting mobility and industrial  
 685 development needs.

686 (14) "Railroad operations" means the use of the rail  
 687 corridor to conduct commuter rail service, intercity rail  
 688 passenger service, or freight rail service.

689 (15)~~(7)~~ "Train" means any locomotive engine that is  
 690 powered by diesel fuel, electricity, or other means, with or  
 691 without cars coupled thereto, and operated upon a railroad track  
 692 or any other form of fixed guideway, except that the term does  
 693 not include a light rail vehicle such as a streetcar or people  
 694 mover.

695 Section 6. Section 341.302, Florida Statutes, is amended  
 696 to read:

697 341.302 Rail program;7 duties and responsibilities of the  
 698 department.—The department, in conjunction with other  
 699 governmental entities, including the rail enterprise units and  
 700 the private sector, shall develop and implement a rail program

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

701 of statewide application designed to ensure the proper  
 702 maintenance, safety, revitalization, and expansion of the rail  
 703 system to assure its continued and increased availability to  
 704 respond to statewide mobility needs. Within the resources  
 705 provided pursuant to chapter 216, and as authorized under  
 706 federal law ~~Title 49 C.F.R. part 212~~, the department shall:

707 (1) Provide the overall leadership, coordination, and  
 708 financial and technical assistance necessary to assure the  
 709 effective responses of the state's rail system to current and  
 710 anticipated mobility needs.

711 (2) Promote and facilitate the implementation of advanced  
 712 rail systems, including high-speed rail and magnetic levitation  
 713 systems.

714 (3) Develop and periodically update the rail system plan,  
 715 on the basis of an analysis of statewide transportation needs.

716 (a) The plan may contain detailed regional components,  
 717 consistent with regional transportation plans, as needed to  
 718 ensure connectivity within the state's regions, and it shall be  
 719 consistent with the Florida Transportation Plan developed  
 720 pursuant to s. 339.155. The rail system plan shall include an  
 721 identification of priorities, programs, and funding levels  
 722 required to meet statewide and regional needs. The rail system  
 723 plan shall be developed in a manner that will assure the maximum  
 724 use of existing facilities and the optimum integration and  
 725 coordination of the various modes of transportation, public and  
 726 private, in the most cost-effective manner possible. The rail  
 727 system plan shall be updated no later than January 1, 2011, and  
 728 at least every 5 ~~2~~ years thereafter, and include plans for both

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

729 passenger rail service and freight rail service, accompanied by  
 730 a report to the Legislature regarding the status of the plan.

731 (b) In recognition of the department's role in the  
 732 enhancement of the state's rail system to improve freight and  
 733 passenger mobility, the department shall:

734 1. Work closely with all affected communities along an  
 735 impacted freight rail corridor to identify and address  
 736 anticipated impacts associated with an increase in freight rail  
 737 traffic due to implementation of passenger rail.

738 2. In coordination with the affected local governments and  
 739 CSX Transportation, Inc., finalize all viable alternatives from  
 740 the department's Rail Traffic Evaluation Study to identify and  
 741 develop an alternative route for through freight rail traffic  
 742 moving through Central Florida, including the counties of Polk  
 743 and Hillsborough, which would address, to the extent  
 744 practicable, the effects of commuter rail.

745 3. Provide technical assistance to a coalition of local  
 746 governments in Central Florida, including the counties of  
 747 Brevard, Citrus, Hernando, Hillsborough, Lake, Marion, Orange,  
 748 Osceola, Pasco, Pinellas, Polk, Manatee, Sarasota, Seminole,  
 749 Sumter, and Volusia, and the municipalities within those  
 750 counties, to develop a regional rail system plan that addresses  
 751 passenger and freight opportunities in the region, is consistent  
 752 with the Florida Rail System Plan, and incorporates appropriate  
 753 elements of the Tampa Bay Area Regional Authority Master Plan,  
 754 the Metroplan Orlando Regional Transit System Concept Plan,  
 755 including the SunRail project, and the Florida Department of  
 756 Transportation Alternate Rail Traffic Evaluation.

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

757 (4) As part of the work program of the department,  
758 formulate a specific program of projects and financing to  
759 respond to identified railroad needs.

760 (5) Provide technical and financial assistance to units of  
761 local government to address identified rail transportation  
762 needs.

763 (6) Secure and administer federal grants, loans, and  
764 apportionments for rail projects within this state when  
765 necessary to further the statewide program.

766 (7) Develop and administer state standards concerning the  
767 safety and performance of rail systems, hazardous material  
768 handling, and operations. Such standards shall be developed  
769 jointly with representatives of affected rail systems, with full  
770 consideration given to nationwide industry norms, and shall  
771 define the minimum acceptable standards for safety and  
772 performance.

773 (8) Conduct, at a minimum, inspections of track and  
774 rolling stock; train signals and related equipment; hazardous  
775 materials transportation, including the loading, unloading, and  
776 labeling of hazardous materials at shippers', receivers', and  
777 transfer points; and train operating practices to determine  
778 adherence to state and federal standards. Department personnel  
779 may enforce any safety regulation issued under the Federal  
780 Government's preemptive authority over interstate commerce.

781 (9) Assess penalties, in accordance with the applicable  
782 federal regulations, for the failure to adhere to the state  
783 standards.

784 (10) Administer rail operating and construction programs,

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

785 | which programs shall include the regulation of maximum train  
786 | operating speeds, the opening and closing of public grade  
787 | crossings, the construction and rehabilitation of public grade  
788 | crossings, and the installation of traffic control devices at  
789 | public grade crossings, the administering of the programs by the  
790 | department including participation in the cost of the programs.

791 |       (11) Coordinate and facilitate the relocation of railroads  
792 | from congested urban areas to nonurban areas when relocation has  
793 | been determined feasible and desirable from the standpoint of  
794 | safety, operational efficiency, and economics.

795 |       (12) Implement a program of branch line continuance  
796 | projects when an analysis of the industrial and economic  
797 | potential of the line indicates that public involvement is  
798 | required to preserve essential rail service and facilities.

799 |       (13) Provide new rail service and equipment when:

800 |       (a) Pursuant to the transportation planning process, a  
801 | public need has been determined to exist;

802 |       (b) The cost of providing such service does not exceed the  
803 | sum of revenues from fares charged to users, services purchased  
804 | by other public agencies, local fund participation, and specific  
805 | legislative appropriation for this purpose; and

806 |       (c) Service cannot be reasonably provided by other  
807 | governmental or privately owned rail systems.

808 |  
809 | The department may own, lease, and otherwise encumber  
810 | facilities, equipment, and appurtenances thereto, as necessary  
811 | to provide new rail services; or the department may provide such  
812 | service by contracts with privately owned service providers.

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

813 (14) Furnish required emergency rail transportation  
 814 service if no other private or public rail transportation  
 815 operation is available to supply the required service and such  
 816 service is clearly in the best interest of the people in the  
 817 communities being served. Such emergency service may be  
 818 furnished through contractual arrangement, actual operation of  
 819 state-owned equipment and facilities, or any other means  
 820 determined appropriate by the secretary.

821 (15) Assist in the development and implementation of  
 822 marketing programs for rail services and of information systems  
 823 directed toward assisting rail systems users.

824 (16) Conduct research into innovative or potentially  
 825 effective rail technologies and methods and maintain expertise  
 826 in state-of-the-art rail developments.

827 (17) In conjunction with the acquisition, ownership,  
 828 construction, operation, maintenance, and management of a rail  
 829 corridor, have the authority to:

830 (a) Assume the obligation by contract to forever protect,  
 831 defend, indemnify, and hold harmless the freight rail operator,  
 832 or its successors, from whom the department has acquired a real  
 833 property interest in the rail corridor, and that freight rail  
 834 operator's officers, agents, and employees, from and against any  
 835 liability, cost, and expense, including, but not limited to,  
 836 commuter rail passengers and rail corridor invitees in the rail  
 837 corridor, regardless of whether the loss, damage, destruction,  
 838 injury, or death giving rise to any such liability, cost, or  
 839 expense is caused in whole or in part, and to whatever nature or  
 840 degree, by the fault, failure, negligence, misconduct,

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

841 nonfeasance, or misfeasance of such freight rail operator, its  
842 successors, or its officers, agents, and employees, or any other  
843 person or persons whomsoever, provided that such assumption of  
844 liability of the department by contract shall not in any  
845 instance exceed the following parameters of allocation of risk:

846 1. The department may be solely responsible for any loss,  
847 injury, or damage to commuter rail passengers, or rail corridor  
848 invitees, or trespassers, regardless of circumstances or cause,  
849 subject to subparagraphs 2., 3., 4., 5., and 6.

850 2. In the event of a limited covered accident, the  
851 authority of the department to protect, defend and indemnify the  
852 freight operator for all liability, cost and expense, including  
853 punitive or exemplary damages, in excess of the deductible or  
854 self-insurance retention fund established under paragraph (b)  
855 and actually in force at the time of the limited covered  
856 accident exists only if the freight operator agrees, with  
857 respect to the limited covered accident, to protect, defend, and  
858 indemnify the department for the amount of the deductible or  
859 self-insurance retention fund established under paragraph (b)  
860 and actually in force at the time of the limited covered  
861 accident.

862 3. When only one train is involved in an incident, the  
863 department may be solely responsible for any loss, injury, or  
864 damage if the train is a department train or other train  
865 pursuant to subparagraph 4., but only if when an incident occurs  
866 with only a freight train involved, including incidents with  
867 trespassers or at grade crossings, the freight rail operator is  
868 solely responsible for any loss, injury, or damage, except for

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

869 commuter rail passengers and rail corridor invitees.  
 870 4. For the purposes of this subsection, any train involved  
 871 in an incident that is neither the department's train nor the  
 872 freight rail operator's train, hereinafter referred to in this  
 873 subsection as an "other train," may be treated as a department  
 874 train, solely for purposes of any allocation of liability  
 875 between the department and the freight rail operator only, but  
 876 only if the department and the freight rail operator share  
 877 responsibility equally as to third parties outside the rail  
 878 corridor who incur loss, injury, or damage as a result of any  
 879 incident involving both a department train and a freight rail  
 880 operator train, and the allocation as between the department and  
 881 the freight rail operator, regardless of whether the other train  
 882 is treated as a department train, shall remain one-half each as  
 883 to third parties outside the rail corridor who incur loss,  
 884 injury, or damage as a result of the incident. The involvement  
 885 of any other train shall not alter the sharing of equal  
 886 responsibility as to third parties outside the rail corridor who  
 887 incur loss, injury, or damage as a result of the incident.  
 888 5. When more than one train is involved in an incident:  
 889 a. If only a department train and freight rail operator's  
 890 train, or only an other train as described in subparagraph 4.  
 891 and a freight rail operator's train, are involved in an  
 892 incident, the department may be responsible for its property and  
 893 all of its people, all commuter rail passengers, rail corridor  
 894 invitees, but only if the freight rail operator is responsible  
 895 for its property and all of its people, and the department and  
 896 the freight rail operator each share one-half responsibility as

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

897 to trespassers or third parties outside the rail corridor who  
 898 incur loss, injury, or damage as a result of the incident.  
 899 b. If a department train, a freight rail operator train,  
 900 and any other train are involved in an incident, the allocation  
 901 of liability between the department and the freight rail  
 902 operator, regardless of whether the other train is treated as a  
 903 department train, shall remain one-half each as to third parties  
 904 outside the rail corridor who incur loss, injury, or damage as a  
 905 result of the incident; the involvement of any other train shall  
 906 not alter the sharing of equal responsibility as to third  
 907 parties outside the rail corridor who incur loss, injury, or  
 908 damage as a result of the incident; and, if the owner, operator,  
 909 or insurer of the other train makes any payment to injured third  
 910 parties outside the rail corridor who incur loss, injury, or  
 911 damage as a result of the incident, the allocation of credit  
 912 between the department and the freight rail operator as to such  
 913 payment shall not in any case reduce the freight rail operator's  
 914 third-party-sharing allocation of one-half under this paragraph  
 915 to less than one-third of the total third party liability.  
 916 6. Any such contractual duty to protect, defend,  
 917 indemnify, and hold harmless such a freight rail operator shall  
 918 expressly include a specific cap on the amount of the  
 919 contractual duty, which amount shall not exceed \$200 million  
 920 without prior legislative approval, and the department to  
 921 purchase liability insurance and establish a self-insurance  
 922 retention fund in the amount of the specific cap established  
 923 under this subparagraph, provided that:  
 924 a. No such contractual duty shall in any case be effective

## ENROLLED

HB 1B, Engrossed 1

2009 Legislature

925 nor otherwise extend the department's liability in scope and  
926 effect beyond the contractual liability insurance and self-  
927 insurance retention fund required pursuant to this paragraph;  
928 and

929 b. The freight rail operator's compensation to the  
930 department for future use of the department's rail corridor  
931 shall include a monetary contribution to the cost of such  
932 liability coverage for the sole benefit of the freight rail  
933 operator.

934 (b) Purchase liability insurance, which amount shall not  
935 exceed \$200 million, and establish a self-insurance retention  
936 fund for the purpose of paying the deductible limit established  
937 in the insurance policies it may obtain, including coverage for  
938 the department, any freight rail operator as described in  
939 paragraph (a), commuter rail service providers, governmental  
940 entities, or any ancillary development, which self-insurance  
941 retention fund or deductible shall not exceed \$10 million. The  
942 insureds shall pay a reasonable monetary contribution to the  
943 cost of such liability coverage for the sole benefit of the  
944 insured. Such insurance and self-insurance retention fund may  
945 provide coverage for all damages, including, but not limited to,  
946 compensatory, special, and exemplary, and be maintained to  
947 provide an adequate fund to cover claims and liabilities for  
948 loss, injury, or damage arising out of or connected with the  
949 ownership, operation, maintenance, and management of a rail  
950 corridor.

951 (c) Incur expenses for the purchase of advertisements,  
952 marketing, and promotional items.

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

953  
 954 Neither the assumption by contract to protect, defend,  
 955 indemnify, and hold harmless; the purchase of insurance; nor the  
 956 establishment of a self-insurance retention fund shall be deemed  
 957 to be a waiver of any defense of sovereign immunity for torts  
 958 nor deemed to increase the limits of the department's or the  
 959 governmental entity's liability for torts as provided in s.  
 960 768.28. The requirements of s. 287.022(1) shall not apply to the  
 961 purchase of any insurance under this subsection. The provisions  
 962 of this subsection shall apply and inure fully as to any other  
 963 governmental entity providing commuter rail service and  
 964 constructing, operating, maintaining, or managing a rail  
 965 corridor on publicly owned right-of-way under contract by the  
 966 governmental entity with the department or a governmental entity  
 967 designated by the department. Notwithstanding any law to the  
 968 contrary, procurement for the construction, operation,  
 969 maintenance, and management of any rail corridor described in  
 970 this subsection, whether by the department, a governmental  
 971 entity under contract with the department, or a governmental  
 972 entity designated by the department, shall be pursuant to s.  
 973 287.057 and shall include, but not be limited to, criteria for  
 974 the consideration of qualifications, technical aspects of the  
 975 proposal, and price. Further, any such contract for design-build  
 976 shall be procured pursuant to the criteria in s. 337.11(7).

977 (18)~~(17)~~ Exercise such other functions, powers, and duties  
 978 in connection with the rail system plan as are necessary to  
 979 develop a safe, efficient, and effective statewide  
 980 transportation system.

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

981           Section 7. The Department of Transportation may complete  
 982 an escrowed closing on the pending Central Florida Rail Corridor  
 983 acquisition; however, the drawdown of such escrowed closing  
 984 shall not occur unless and until final Federal Transit  
 985 Administration full-funding grant agreement approval is obtained  
 986 for the proposed Central Florida Commuter Rail Transit Project  
 987 Initial Operating Segment.

988           Section 8. Effective July 1, 2010, subsection (4) of  
 989 section 341.303, Florida Statutes, is amended, and subsections  
 990 (5) and (6) are added to that section, to read:

991           341.303 Funding authorization and appropriations;  
 992 eligibility and participation.—

993           (4) FUND PARTICIPATION; OPERATING COSTS SERVICE  
 994 DEVELOPMENT.—

995           (a) The department is authorized to fund up to 100 ~~50~~  
 996 percent of the net operating costs of any eligible intercity or  
 997 commuter rail system for up to 7 years, beginning from the open-  
 998 to-service date ~~service development project that is local in~~  
 999 ~~scope, not to exceed the local match.~~

1000           ~~(b) The department is authorized to fund up to 100 percent~~  
 1001 ~~of the net operating costs of any eligible intercity or commuter~~  
 1002 ~~rail service development project that is statewide in scope or~~  
 1003 ~~involves more than one county if no other governmental unit of~~  
 1004 ~~appropriate jurisdiction exists. For commuter rail service,~~  
 1005 ~~after the 5th year of operation, the department's participation~~  
 1006 ~~is limited to a maximum of 50 percent of the net operating costs~~  
 1007 ~~of the service.~~

1008           ~~(c) Each such local or statewide service development~~

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1009 ~~project shall be identified in the appropriation request of the~~  
 1010 ~~department in a manner that defines project objectives, the~~  
 1011 ~~assigned operational and financial responsibilities, the~~  
 1012 ~~timeframe required to develop the service, and the criteria by~~  
 1013 ~~which the success of the project can be judged.~~

1014 ~~(d) Any service development project funded under this~~  
 1015 ~~section shall continue to be eligible for such funds only if the~~  
 1016 ~~project reaches a systemwide operating ratio of 25 percent or~~  
 1017 ~~more during the 5th year.~~

1018 ~~(b)(e)~~ The term "net operating costs" means all operating  
 1019 costs of the project less any federal funds, fares, or other  
 1020 sources of income to the project.

1021 (5) FUND PARTICIPATION; FLORIDA RAIL ENTERPRISE.-

1022 (a) The department, through the Florida Rail Enterprise,  
 1023 is authorized to use funds provided under s. 201.15(1)(c)1.d. to  
 1024 fund up to 50 percent of the nonfederal share of the costs of  
 1025 any eligible passenger rail capital improvement project.

1026 (b) The department, through the Florida Rail Enterprise,  
 1027 is authorized to use funds provided under s. 201.15(1)(c)1.d. to  
 1028 fund up to 100 percent of planning and development costs related  
 1029 to the provision of a passenger rail system, including, but not  
 1030 limited to, preliminary engineering, revenue studies,  
 1031 environmental impact studies, financial advisory services,  
 1032 engineering design, and other appropriate professional services.

1033 (c) The department, through the Florida Rail Enterprise,  
 1034 is authorized to use funds provided under s. 201.15(1)(c)1.d. to  
 1035 fund the high-speed rail system.

1036 (d) The department, through the Florida Rail Enterprise,

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1037 is authorized to use funds provided under s. 201.15(1)(c)1.d. to  
 1038 fund projects necessary to identify or address anticipated  
 1039 impacts of increased freight rail traffic resulting from the  
 1040 implementation of passenger rail systems as provided in s.  
 1041 341.302(3)(b).

1042 (6) FLORIDA RAIL ENTERPRISE; BUDGET.-

1043 (a) The Florida Rail Enterprise shall be a single budget  
 1044 entity and shall develop a budget pursuant to chapter 216. The  
 1045 enterprise's budget shall be submitted to the Legislature along  
 1046 with the department's budget. All passenger rail funding by the  
 1047 department shall be included in this budget entity.

1048 (b) Notwithstanding the provisions of s. 216.301 to the  
 1049 contrary and in accordance with s. 216.351, the Executive Office  
 1050 of the Governor shall, on July 1 of each year, certify forward  
 1051 all unexpended funds appropriated or provided pursuant to this  
 1052 section for the enterprise. Of the unexpended funds certified  
 1053 forward, any unencumbered amounts shall be carried forward. Such  
 1054 funds carried forward shall not exceed 5 percent of the original  
 1055 approved operating budget of the enterprise pursuant to s.  
 1056 216.181(1). Funds carried forward pursuant to this section may  
 1057 be used for any lawful purpose, including, but not limited to,  
 1058 promotional and market activities, technology, and training. Any  
 1059 certified-forward funds remaining undisbursed on September 30 of  
 1060 each year shall be carried forward.

1061 Section 9. Section 341.8201, Florida Statutes, is amended  
 1062 to read:

1063 341.8201 Short title.—Sections 341.8201–341.842 may be  
 1064 cited as the "Florida ~~High-Speed Rail~~ Enterprise Authority Act."

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

1065 Section 10. Section 341.8202, Florida Statutes, is  
 1066 repealed.

1067 Section 11. Section 341.8203, Florida Statutes, is amended  
 1068 to read:

1069 341.8203 Definitions.—As used in ss. 341.8201-341.842 ~~this~~  
 1070 ~~act,~~ unless the context clearly indicates otherwise, the term:

1071 (1) "Associated development" means property, equipment,  
 1072 buildings, or other related ancillary ~~ancillary~~ facilities which are  
 1073 built, installed, used, or established to provide financing,  
 1074 funding, or revenues for the planning, building, managing, and  
 1075 operation of a high-speed rail system and which are associated  
 1076 with or part of the rail stations. The term includes air and  
 1077 subsurface rights, services that provide local area network  
 1078 devices for transmitting data over wireless networks, ~~property,~~  
 1079 ~~including air rights, necessary for joint development, such as~~  
 1080 ~~parking facilities, retail establishments, restaurants, hotels,~~  
 1081 ~~offices, advertising, or other commercial, civic, residential,~~  
 1082 ~~or support facilities, and may also include property necessary~~  
 1083 ~~to protect or preserve the rail station area by reducing urban~~  
 1084 ~~blight or traffic congestion or property necessary to accomplish~~  
 1085 ~~any of the purposes set forth in this subsection which are~~  
 1086 ~~reasonably anticipated or necessary.~~

1087 (2) "Enterprise" means the Florida Rail Enterprise.  
 1088 ~~"Authority" means the Florida High-Speed Rail Authority and its~~  
 1089 ~~agents. However, for purposes of s. 341.840, the term does not~~  
 1090 ~~include any agent of the authority except as provided in that~~  
 1091 ~~section.~~

1092 ~~(3) "Central Florida" means the counties of Lake,~~

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1093 ~~Seminole, Orange, Osceola, Citrus, Sumter, Volusia, Brevard,~~  
 1094 ~~Hernando, Pasco, Hillsborough, Pinellas, and Polk.~~

1095 ~~(4) "DBOM contract" means the document and all concomitant~~  
 1096 ~~rights approved by the authority providing the selected person~~  
 1097 ~~or entity the exclusive right to design, build, operate, and~~  
 1098 ~~maintain a high-speed rail system.~~

1099 ~~(5) "DBOM & F contract" means the document and all~~  
 1100 ~~concomitant rights approved by the authority providing the~~  
 1101 ~~selected person or entity the exclusive right to design, build,~~  
 1102 ~~operate, maintain, and finance a high-speed rail system.~~

1103 ~~(3)~~(6) "High-speed rail system" means any high-speed fixed  
 1104 guideway system for transporting people or goods, which system  
 1105 is, by definition of the United States Department of  
 1106 Transportation, reasonably expected to reach speeds of at least  
 1107 110 ~~capable of operating at speeds in excess of 120~~ miles per  
 1108 hour, including, but not limited to, a monorail system, dual  
 1109 track rail system, suspended rail system, magnetic levitation  
 1110 system, pneumatic repulsion system, or other system approved by  
 1111 the enterprise authority. The term includes a corridor,  
 1112 associated intermodal connectors, and structures essential to  
 1113 the operation of the line, including the land, structures,  
 1114 improvements, rights-of-way, easements, rail lines, rail beds,  
 1115 guideway structures, switches, yards, parking facilities, power  
 1116 relays, switching houses, and rail stations and also includes  
 1117 facilities or equipment used exclusively for the purposes of  
 1118 design, construction, operation, maintenance, or the financing  
 1119 of the high-speed rail system.

1120 ~~(4)~~(7) "Joint development" means the planning, managing,

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1121 financing, or constructing of projects adjacent to, functionally  
 1122 related to, or otherwise related to a high-speed rail system  
 1123 pursuant to agreements between any person, firm, corporation,  
 1124 association, organization, agency, or other entity, public or  
 1125 private.

1126 ~~(8) "Northeast Florida" means the counties of Nassau,~~  
 1127 ~~Duval, Clay, St. Johns, Putnam, Alachua, Marion, and Flagler.~~

1128 ~~(9) "Northwest Florida" means the counties of Escambia,~~  
 1129 ~~Santa Rosa, Okaloosa, Walton, Holmes, Washington, Jackson,~~  
 1130 ~~Gadsden, Bay, Calhoun, Liberty, Gulf, Franklin, Leon, Jefferson,~~  
 1131 ~~Madison, Wakulla, Taylor, Hamilton, Suwannee, Columbia, Baker,~~  
 1132 ~~Union, Lafayette, Gilchrist, Dixie, Bradford, and Levy.~~

1133 ~~(5)(10)~~ "Rail station," "station," or "high-speed rail  
 1134 station" means any structure or transportation facility that is  
 1135 part of a high-speed rail system designed to accommodate the  
 1136 movement of passengers from one mode of transportation to  
 1137 another at which passengers board or disembark from  
 1138 transportation conveyances and transfer from one mode of  
 1139 transportation to another.

1140 ~~(6)(11)~~ "Selected person or entity" means the person or  
 1141 entity to whom the enterprise authority awards a contract ~~under~~  
 1142 ~~s. 341.834~~ to establish a high-speed rail system pursuant to ss.  
 1143 341.8201-341.842 ~~this act.~~

1144 ~~(12) "Southeast Florida" means the counties of Broward,~~  
 1145 ~~Monroe, Miami Dade, Indian River, St. Lucie, Martin, Okeechobee,~~  
 1146 ~~and Palm Beach.~~

1147 ~~(13) "Southwest Florida" means the counties of Manatee,~~  
 1148 ~~Hardee, DeSoto, Sarasota, Highlands, Charlotte, Glades, Lee,~~

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

1149 ~~Hendry, and Collier.~~

1150 ~~(14) "Urban areas" means Central Florida, Northeast~~  
 1151 ~~Florida, Northwest Florida, Southeast Florida, and Southwest~~  
 1152 ~~Florida.~~

1153 Section 12. Section 341.821, Florida Statutes, is  
 1154 repealed.

1155 Section 13. Section 341.822, Florida Statutes, is amended  
 1156 to read:

1157 341.822 Powers and duties.—

1158 (1) ~~The enterprise authority created and established by~~  
 1159 ~~this act shall locate, plan, design, finance, construct,~~  
 1160 ~~maintain, own, operate, administer, and manage the high-speed~~  
 1161 ~~rail system in the state.~~

1162 (2) (a) In addition to the powers granted to the  
 1163 department, the enterprise has full authority to exercise all  
 1164 powers granted to it under this chapter. Powers shall include,  
 1165 but are not limited to, the ability to plan, construct,  
 1166 maintain, repair, and operate a high-speed rail system, to  
 1167 acquire corridors, and to coordinate the development and  
 1168 operation of publicly funded passenger rail systems in the  
 1169 state. ~~The authority may exercise all powers granted to~~  
 1170 ~~corporations under the Florida Business Corporation Act, chapter~~  
 1171 ~~607, except the authority may only incur debt in accordance with~~  
 1172 ~~levels authorized by the Legislature.~~

1173 (b) It is the express intention of ss. 341.8201-341.842  
 1174 that the enterprise be authorized to plan, develop, own,  
 1175 purchase, lease, or otherwise acquire, demolish, construct,  
 1176 improve, relocate, equip, repair, maintain, operate, and manage

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1177 the high-speed rail system; to expend funds to publicize,  
 1178 advertise, and promote the advantages of using the high-speed  
 1179 rail system and its facilities; and to cooperate, coordinate,  
 1180 partner, and contract with other entities, public and private,  
 1181 to accomplish these purposes.

1182 ~~(3) The authority shall have perpetual succession as a~~  
 1183 ~~body politic and corporate.~~

1184 (3)(4) The enterprise shall have the authority to employ  
 1185 procurement methods available to the department under chapters  
 1186 255, 287, 334, and 337, or otherwise in accordance with law. The  
 1187 enterprise may also solicit proposals and, with legislative  
 1188 approval as evidenced by approval of the project in the  
 1189 department's work program, enter into agreements with private  
 1190 entities, or consortia thereof, for the building, operation,  
 1191 ownership, or financing of the high-speed rail system authority  
 1192 ~~is authorized to seek and obtain federal matching funds or any~~  
 1193 ~~other funds to fulfill the requirements of this act either~~  
 1194 ~~directly or through the Department of Transportation.~~

1195 ~~(4)(5) The authority may employ an executive director of~~  
 1196 ~~the enterprise shall appoint staff, who shall be exempt from~~  
 1197 ~~part II of chapter 110 as it may require and shall determine the~~  
 1198 ~~qualifications and fix the compensation. The authority may~~  
 1199 ~~delegate to one or more of its agents or employees such of its~~  
 1200 ~~power as it deems necessary to carry out the purposes of this~~  
 1201 ~~act, subject always to the supervision and control of the~~  
 1202 ~~authority.~~

1203 (5) The powers conferred upon the enterprise under ss.  
 1204 341.8201-341.842 shall be in addition and supplemental to the

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1205 existing powers of the department, and these powers shall not be  
 1206 construed as repealing any provision of any other law, general  
 1207 or local, but shall supersede such other laws that are  
 1208 inconsistent with the exercise of the powers provided under ss.  
 1209 341.8201-341.842 and provide a complete method for the exercise  
 1210 of such powers granted.

1211 (6) Any proposed rail enterprise project or improvement  
 1212 shall be developed in accordance with the Florida Transportation  
 1213 Plan and the work program under s. 339.135.

1214 Section 14. Section 341.8225, Florida Statutes, is created  
 1215 to read:

1216 341.8225 Department of Transportation sole governmental  
 1217 entity to acquire, construct, or operate high-speed rail  
 1218 projects; exception.—

1219 (1) No governmental entity other than the department may  
 1220 acquire, construct, maintain, or operate the high-speed rail  
 1221 system except upon specific authorization of the Legislature.

1222 (2) Local governmental entities, as defined in s.  
 1223 334.03(14), may negotiate with the department for the design,  
 1224 right-of-way acquisition, and construction of any component of  
 1225 the high-speed rail system within areas of their respective  
 1226 jurisdictions or within counties with which they have interlocal  
 1227 agreements.

1228 Section 15. Sections 341.823, 341.824, 341.827, 341.828,  
 1229 341.829, 341.830, 341.831, 341.832, 341.833, 341.834, and  
 1230 341.835, Florida Statutes, are repealed.

1231 Section 16. Section 341.836, Florida Statutes, is amended  
 1232 to read:

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

1233 341.836 Associated development.—  
 1234 (1) The enterprise authority, alone or as part of a joint  
 1235 development, may undertake ~~development of~~ associated  
 1236 developments to be a source of revenue for the establishment,  
 1237 construction, operation, or maintenance of the high-speed rail  
 1238 system. Such associated developments must be ~~associated with a~~  
 1239 ~~rail station and have pedestrian ingress to and egress from the~~  
 1240 ~~rail station;~~ be consistent, to the extent feasible, with  
 1241 applicable local government comprehensive plans and local land  
 1242 development regulations, and otherwise be in compliance with ss.  
 1243 341.8201-341.842 ~~the provisions of this act.~~

1244 (2) Sections 341.8201-341.842 ~~This act does not~~  
 1245 prohibit the enterprise authority, the selected person or  
 1246 entity, or a party to a joint venture with the enterprise  
 1247 authority or its selected person or entity from obtaining  
 1248 approval, pursuant to any other law, for any associated  
 1249 development that is reasonably related to the high-speed rail  
 1250 system.

1251 Section 17. Section 341.837, Florida Statutes, is  
 1252 repealed.

1253 Section 18. Section 341.838, Florida Statutes, is amended  
 1254 to read:

1255 341.838 Fares, rates, rents, fees, and charges.—

1256 (1) The enterprise may establish authority ~~is authorized~~  
 1257 ~~to fix,~~ revise, charge, and collect fares, rates, rents, fees,  
 1258 charges, and revenues for the use of and for the services  
 1259 furnished, or to be furnished, by the system and to contract  
 1260 with any person, partnership, association, corporation, or other

ENROLLED

HB 1B, Engrossed 1

2009 Legislature

1261 body, public or private, in respect thereof. Such fares, rates,  
 1262 rents, fees, and charges shall be reviewed annually by the  
 1263 enterprise authority and may be adjusted as set forth in the  
 1264 contract setting such fares, rates, rents, fees, or charges. The  
 1265 funds collected pursuant to this section ~~hereunder~~ shall, with  
 1266 any other funds available, be used to pay the cost of ~~all~~  
 1267 ~~administrative expenses of the authority, and the cost of~~  
 1268 designing, building, operating, financing, and maintaining the  
 1269 system and each and every portion thereof, to the extent that  
 1270 the payment of such cost has not otherwise been adequately  
 1271 provided for.

1272 (2) Fares, rates, rents, fees, and charges established  
 1273 ~~fixed,~~ revised, charged, and collected by the enterprise  
 1274 pursuant to this section shall not be subject to supervision or  
 1275 regulation by any other department, commission, board, body,  
 1276 bureau, or agency of this state other than the enterprise  
 1277 authority.

1278 Section 19. Section 341.839, Florida Statutes, is amended  
 1279 to read:

1280 341.839 Alternate means.—Sections 341.8201-341.842 ~~The~~  
 1281 ~~foregoing sections of this act shall be deemed to provide an~~  
 1282 additional and alternative method for accomplishing the purposes  
 1283 authorized therein, and are ~~shall be regarded as~~ supplemental  
 1284 and additional to powers conferred by other laws. Except as  
 1285 otherwise expressly provided in ss. 341.8201-341.842 ~~this act,~~  
 1286 none of the powers granted to the enterprise authority under ss.  
 1287 341.8201-341.842 ~~are the provisions of this act shall be subject~~  
 1288 to the supervision or require the approval or consent of any

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

1289 municipality or political subdivision or any commission, board,  
 1290 body, bureau, or official.

1291 Section 20. Section 341.841, Florida Statutes, is  
 1292 repealed.

1293 Section 21. Paragraphs (j) and (m) of subsection (2) of  
 1294 section 110.205, Florida Statutes, are amended to read:

1295 110.205 Career service; exemptions.—

1296 (2) EXEMPT POSITIONS.—The exempt positions that are not  
 1297 covered by this part include the following:

1298 (j) The appointed secretaries and the State Surgeon  
 1299 General, assistant secretaries, deputy secretaries, and deputy  
 1300 assistant secretaries of all departments; the executive  
 1301 directors, assistant executive directors, deputy executive  
 1302 directors, and deputy assistant executive directors of all  
 1303 departments; the directors of all divisions and those positions  
 1304 determined by the department to have managerial responsibilities  
 1305 comparable to such positions, which positions include, but are  
 1306 not limited to, program directors, assistant program directors,  
 1307 district administrators, deputy district administrators, the  
 1308 Director of Central Operations Services of the Department of  
 1309 Children and Family Services, the State Transportation  
 1310 Development Administrator, State Public Transportation and Modal  
 1311 Administrator, district secretaries, district directors of  
 1312 transportation development, transportation operations,  
 1313 transportation support, and the managers of the offices  
 1314 specified in s. 20.23 (4) ~~(3)~~ (b), of the Department of  
 1315 Transportation. Unless otherwise fixed by law, the department  
 1316 shall set the salary and benefits of these positions in

ENROLLED  
 HB 1B, Engrossed 1

2009 Legislature

1317 accordance with the rules of the Senior Management Service; and  
 1318 the county health department directors and county health  
 1319 department administrators of the Department of Health.

1320 (m) All assistant division director, deputy division  
 1321 director, and bureau chief positions in any department, and  
 1322 those positions determined by the department to have managerial  
 1323 responsibilities comparable to such positions, which positions  
 1324 include, but are not limited to:

1325 1. Positions in the Department of Health and the  
 1326 Department of Children and Family Services that are assigned  
 1327 primary duties of serving as the superintendent or assistant  
 1328 superintendent of an institution.

1329 2. Positions in the Department of Corrections that are  
 1330 assigned primary duties of serving as the warden, assistant  
 1331 warden, colonel, or major of an institution or that are assigned  
 1332 primary duties of serving as the circuit administrator or deputy  
 1333 circuit administrator.

1334 3. Positions in the Department of Transportation that are  
 1335 assigned primary duties of serving as regional toll managers and  
 1336 managers of offices, as defined in s. 20.23(4)~~(3)~~(b) and  
 1337 (5)~~(4)~~(c), and captains and majors of the Office of Motor  
 1338 Carrier Compliance.

1339 4. Positions in the Department of Environmental Protection  
 1340 that are assigned the duty of an Environmental Administrator or  
 1341 program administrator.

1342 5. Positions in the Department of Health that are assigned  
 1343 the duties of Environmental Administrator, Assistant County  
 1344 Health Department Director, and County Health Department

ENROLLED  
HB 1B, Engrossed 1

2009 Legislature

1345 Financial Administrator.

1346

1347 Unless otherwise fixed by law, the department shall set the  
1348 salary and benefits of the positions listed in this paragraph in  
1349 accordance with the rules established for the Selected Exempt  
1350 Service.

1351 Section 22. Except as otherwise expressly provided in this  
1352 act, this act shall take effect upon becoming a law.



# Journal of the Senate

Number 3—Special Session B

Tuesday, December 8, 2009

## CONTENTS

Announcements . . . . .	13
Call to Order . . . . .	11
Motions Relating to Committee Meetings . . . . .	13
Reports of Committees . . . . .	13
Special Order Calendar . . . . .	11
Votes, Pair . . . . .	13

## CALL TO ORDER

The Senate was called to order by President Atwater at 1:50 p.m. A quorum present—38:

Mr. President	Gaetz	Peaden
Alexander	Garcia	Rich
Altman	Gardiner	Richter
Aronberg	Gelber	Ring
Baker	Haridopolos	Siplin
Bennett	Hill	Smith
Constantine	Jones	Sobel
Crist	Joyner	Storms
Dean	Justice	Thrasher
Detert	Lawson	Villalobos
Diaz de la Portilla	Lynn	Wilson
Dockery	Negron	Wise
Fasano	Oelrich	

Excused: Senators Bullard and Deutch

## PRAYER

The following prayer was offered by Senator Wise:

Heavenly Father, the great I Am, also called Emmanuel, which is interpreted "God who is with us."

How grateful we are to have your "sonshine" in our lives, knowing that you are with us. We are humbled by your majesty and your mercy. We are blessed by a God who not only hears our prayers, but also answers our prayers. We are appreciative of the knowledge you give us and are grateful for the wisdom to use that knowledge to benefit this great state.

Today, Holy Father, we prayerfully seek your guidance with addressing the challenges facing us and the people of Florida. We know that there are families suffering hardships, elderly who need care, and young persons who seek understanding. These are difficult times that require tough decisions. As we make choices to our communities, we call upon you to guide us with your spiritual leadership.

Let us be men and women of courage. As Legislators, we need to be circumspect in our pronouncements. Our choices need to be embraced with compassion, with an understanding that we must serve all of our citizens. People who come from all walks of life, from varied beliefs, whose backgrounds can be as different as left and right.

Lord, today we also beseech you to bless and protect our military men and women who serve our country with honor and distinction at home and in foreign lands. It wasn't but a recent moment in time, 68 years ago yesterday, December 7, 1941, our country came under attack at Pearl Harbor, and on September 11, 2001, when America once again came

under attack. It is by learning from the past that we move constructively to the future to ensure our well-being.

Lastly, each of us needs to thank you for our many blessings, for flowers that bloom, for children that laugh, and for Florida's blue sky. For if Emmanuel is with us, who can be against us. Amen.

## PLEDGE

Senator Fasano led the Senate in the pledge of allegiance to the flag of the United States of America.

## SPECIAL ORDER CALENDAR

**HB 1-B**—A bill to be entitled An act relating to transportation; amending s. 20.23, F.S.; creating the Florida Statewide Passenger Rail Commission to monitor passenger rail systems and associated operations, advise the Department of Transportation concerning a statewide system of passenger rail service, evaluate passenger rail policies, and provide advice and recommendations to the Legislature on passenger rail operations in the state; providing for membership and organization of the commission; authorizing reimbursement for travel and other expenses of members; prohibiting the commission and its members from taking part in operations of the department or a monitored authority; assigning the commission to the Office of the Secretary of the department for administrative purposes; providing that expenses of the commission shall be approved by the secretary; directing the department to provide administrative support and services to the commission; providing for a rail enterprise in the department to be headed by an executive director and headquartered in Leon County; providing that the executive director shall be appointed by the Secretary of Transportation; directing the secretary to assign to the executive director the responsibility for funding, developing, and operating high-speed and passenger rail systems under specified provisions and coordinating publicly funded passenger rail operations; exempting the enterprise from department policies, procedures, and standards; providing exceptions; amending s. 201.15, F.S.; revising allocation of certain moneys in the State Transportation Trust Fund by increasing the percentage to be allocated for purposes of the Small County Outreach Program and providing for an annual allocation to the Florida Rail Enterprise; amending s. 339.135, F.S.; providing a funding source for allocations to the South Florida Regional Transportation Authority under specified provisions; amending s. 343.58, F.S., relating to the South Florida Regional Transportation Authority; providing that funds dedicated by county governments may be used for certain purposes; providing for allocation of funds from the State Transportation Trust Fund to the authority; providing for cessation of the allocation under certain circumstances; amending s. 341.301, F.S.; revising the definition of "railroad" or "rail system" to include a high-speed rail system and providing definitions for purposes of provisions for rail programs; amending s. 341.302, F.S.; revising duties and responsibilities of the department to develop and implement a rail program; authorizing the department's rail system plan to include regional components for certain purposes; revising requirements for the plan to be updated; requiring a plan status report to the Legislature; directing the department to work with local communities to address impacts of passenger rail implementation, finalize alternative routes for through freight rail traffic in Central Florida, and provide technical assistance to a coalition of municipalities and counties in Central Florida for development of a regional rail system plan; providing parameters within which the department may by contract indemnify against loss a freight rail operator from whom it has acquired interest in a rail corridor; authorizing the department to purchase liability insurance including coverage for the department, any freight rail operator, commuter rail service providers, governmental entities, or any ancillary development and

establish a self-insurance retention fund; limiting the amount of the insurance and self-insurance retention fund; providing that the insureds must make payments for the coverage; providing that the insurance may provide coverage for all damages and be maintained to provide a fund to cover liabilities arising from rail corridor ownership and operations; authorizing the department to incur certain marketing expenses relating to rail corridor acquisition, ownership, construction, and operation; providing that indemnification by contract, the purchase of insurance, or establishment of a self-insurance retention fund does not waive sovereign immunity or increase liability limits provided under specified provisions; providing that specified provisions apply to the purchase of insurance; providing that specified provisions relating to rail service apply to other governmental entities under contract with the department or designated by the department; providing for application of specified provisions to procurement contracts for the construction, operation, maintenance, and management of a rail corridor by the department, a governmental entity under contract with the department, or a governmental entity designated by the department; authorizing the department to complete an escrowed closing on the Central Florida Rail Corridor acquisition if Federal Transit Administration full-funding grant agreement approval is obtained for the proposed Central Florida Commuter Rail Transit Project Initial Operating Segment; amending s. 341.303, F.S.; revising provisions for distribution of rail funds; removing provisions for funding service development projects; authorizing the department to fund net operating costs of eligible intercity or commuter rail systems for a certain time period; authorizing the department, through the Florida Rail Enterprise, to use specified funds to fund certain costs of passenger rail capital improvement projects, passenger rail planning and development, the high-speed rail system, and projects necessary to identify or address anticipated impacts of increased freight rail traffic due to implementing passenger rail systems; providing that the enterprise shall be a single budget entity; providing that the enterprise's budget include all passenger rail funding and be submitted to the Legislature along with the department's budget; directing the Governor to certify forward unexpended funds of the enterprise; providing for use of unencumbered funds certified forward; amending s. 341.8201, F.S.; revising a short title; providing that specified provisions may be cited as the "Florida Rail Enterprise Act"; amending s. 341.8203, F.S.; providing definitions for purposes of such act; amending s. 341.822, F.S.; providing powers and duties of the enterprise in addition to the powers and duties of the department; authorizing the enterprise to plan, construct, maintain, repair, operate, and promote a high-speed rail system, to acquire corridors, and to coordinate the development and operation of publicly funded passenger rail systems; providing intent; authorizing the enterprise to cooperate, coordinate, partner, and contract with other entities to accomplish its purposes; authorizing the enterprise to employ certain procurement methods; authorizing the executive director to employ staff; providing that such staff are exempt from specified Career Service System provisions; providing for construction; providing that provisions for powers of the enterprise supersede other laws that are inconsistent; requiring rail enterprise projects or improvements to be developed in accordance with the Florida Transportation Plan and the department's work program; creating s. 341.8225, F.S.; providing that only the department may acquire, construct, maintain, or operate the high-speed rail system; providing for an exception with legislative authorization; authorizing local governmental entities to negotiate with the department for the design, right-of-way acquisition, and construction of components of the system; amending s. 341.836, F.S.; providing for the enterprise to undertake associated developments for certain purposes; amending s. 341.838, F.S.; authorizing the enterprise to establish and collect fares, rates, and other charges for services provided by the system; authorizing the enterprise to contract with other entities; directing the enterprise to review the fares, rates, and other charges annually; providing for use of moneys collected; providing that such fares, rates, and other charges are not subject to supervision or regulation by other entities; amending s. 341.839, F.S.; providing for construction of provisions granting powers to the enterprise; removing provisions relating to the Florida High-Speed Rail Authority; repealing ss. 341.8202, 341.821, 341.823, 341.824, 341.827, 341.828, 341.829, 341.830, 341.831, 341.832, 341.833, 341.834, 341.835, 341.837, and 341.841, F.S., relating to the Florida High-Speed Rail Authority, legislative findings and intent, criteria for assessment and recommendations, technical, scientific, or other assistance, service areas, segment designation, permitting, conflict prevention, mitigation, and resolution, procurement, prequalification, request for qualifications, request for proposals, award of contract, acquisition of property, rights-of-way, and disposal of land, payment of

expenses, and reports and audits; amending s. 110.205, F.S.; conforming cross-references; providing effective dates.

—was read the second time by title.

Senator Storms moved the following amendment which failed:

**Amendment 1 (534612) (with title amendment)**—Delete lines 827-977 and insert:

(17) Exercise such other functions, powers, and duties

And the title is amended as follows:

Delete lines 58-88 and insert: development of a regional rail system plan; authorizing the department to complete

The vote was:

Yeas—15

Bennett	Gelber	Peaden
Dean	Hill	Rich
Detert	Joyner	Siplin
Dockery	Justice	Storms
Garcia	Oelrich	Villalobos

Nays—23

Mr. President	Fasano	Richter
Alexander	Gaetz	Ring
Altman	Gardiner	Smith
Aronberg	Haridopolos	Sobel
Baker	Jones	Thrasher
Constantine	Lawson	Wilson
Crist	Lynn	Wise
Diaz de la Portilla	Negron	

Senator Dockery moved the following amendment which failed:

**Amendment 2 (768628)**—Delete lines 984-987 and insert: *shall not occur unless and until each of the following has occurred:*

(a) *Final Federal Transit Administration full-funding grant agreement approval is obtained for the proposed Central Florida Commuter Rail Transit Project Initial Operating Segment; and*

(b) *The Federal Railroad Administration has granted Florida's High Speed Intercity Passenger Rail Program Track 2 Corridor Program grant application for the Tampa to Orlando corridor for funding under the American Recovery and Reinvestment Act of 2009.*

The vote was:

Yeas—13

Dean	Joyner	Siplin
Detert	Justice	Storms
Dockery	Oelrich	Villalobos
Garcia	Peaden	
Jones	Rich	

Nays—25

Mr. President	Fasano	Richter
Alexander	Gaetz	Ring
Altman	Gardiner	Smith
Aronberg	Gelber	Sobel
Baker	Haridopolos	Thrasher
Bennett	Hill	Wilson
Constantine	Lawson	Wise
Crist	Lynn	
Diaz de la Portilla	Negron	

On motion by Senator Lawson, by two-thirds vote **HB 1-B** was read the third time by title, passed and certified to the House. The vote on passage was:

Yeas—27

Mr. President	Fasano	Lynn
Alexander	Gaetz	Negron
Altman	Garcia	Richter
Aronberg	Gardiner	Ring
Bennett	Gelber	Smith
Constantine	Haridopolos	Sobel
Crist	Hill	Thrasher
Detert	Jones	Wilson
Diaz de la Portilla	Lawson	Wise

Nays—10

Baker	Oelrich	Storms
Dean	Peaden	Villalobos
Dockery	Rich	
Joyner	Siplin	

**PAIR**

The following pair was announced by the Secretary in accordance with Senate Rule 5.4:

I am paired with Senator Deutch on **HB 1-B**. If he were present he would vote “yea” and I would vote “nay”.

*Senator Charlie Justice, 16th District*

**ANNOUNCEMENTS**

Senator Diaz de la Portilla announced that the Republican Caucus will meet Tuesday, December 8 at 5:00 p.m.

**MOTIONS RELATING TO COMMITTEE MEETINGS**

On motion by Senator Villalobos, the rules were waived and the Committee on Reapportionment was granted permission to meet De-

ember 9 from 8:30 a.m. until 11:30 a.m. in lieu of December 10 from 9:00 a.m. until 12:00 p.m.

**REPORTS OF COMMITTEES**

Pursuant to the motion made on Thursday, December 3, 2009, the following bill was submitted as the Special Order Calendar for Tuesday, December 8, 2009: HB 1-B.

The Committee on Transportation recommends the following pass: HB 1-B

**The bill was referred to the Committee on Judiciary under the original reference.**

The Committee on Judiciary recommends the following pass: HB 1-B

**The bill was referred to the Committee on Transportation and Economic Development Appropriations under the original reference.**

The Committee on Transportation and Economic Development Appropriations recommends the following pass: HB 1-B

**The bill was placed on the Calendar.**

**CORRECTION AND APPROVAL OF JOURNAL**

The Journals of December 3 and December 7 were corrected and approved.

**ADJOURNMENT**

On motion by Senator Villalobos, the Senate in Special Session adjourned sine die at 4:24 p.m.

**JOURNAL OF THE SENATE**

**Daily Indices for  
December 8, 2009**

**NUMERIC INDEX**

BA — Bill Action  
BP — Bill Passed  
CO — Co-Introducers  
CR — Committee Report

CS — Committee Substitute, First Reading  
FR — First Reading  
MO — Motion  
RC — Reference Change

**HB 1-B** ..... (BA) 11, (BP) 13, (CR) 13



# The Journal OF THE

# House of Representatives

SECOND SPECIAL SESSION—"B" of 2008-2010

Number 3

Monday, December 7, 2009

The House was called to order by the Speaker at 9:30 a.m.

## Prayer

The following prayer was offered by the Honorable Kelly Skidmore:

Dear God, as we gather over the next few days to do the work of the people, as ordained by You, we implore You to be present in all we say and do, so that we can speak Your truth in one voice, that which is Your will. And we ask for Your divine love and grace to guide our way. In this, we pray. Amen.

The following members were recorded present:

Session Vote Sequence: 523

Speaker Cretul in the Chair.

Abruzzo	Fitzgerald	Long	Rogers
Adams	Flores	Lopez-Cantera	Rouson
Adkins	Ford	Mayfield	Sachs
Ambler	Fresen	McBurney	Sands
Anderson	Frishe	McKeel	Sansom
Aubuchon	Galvano	Murzin	Saunders
Bembry	Garcia	Nehr	Schultz
Bernard	Gibbons	Nelson	Scionti
Bogdanoff	Gibson	O'Toole	Skidmore
Bovo	Glorioso	Pafford	Snyder
Boyd	Gonzalez	Patronis	Soto
Brandenburg	Grady	Patterson	Stargel
Braynon	Grimsley	Plakon	Steinberg
Brisé	Hasner	Planas	Taylor
Bullard	Hays	Poppell	Thompson, G.
Burgin	Heller	Porth	Thompson, N.
Bush	Holder	Precourt	Thurston
Cannon	Homan	Proctor	Tobia
Chestnut	Hooper	Rader	Troutman
Clarke-Reed	Horner	Randolph	Van Zant
Coley	Hudson	Ray	Waldman
Cretul	Hukill	Reagan	Weatherford
Crisafulli	Jenne	Reed	Weinstein
Domino	Jones	Rehwinkel Vasilinda	Williams, A.
Dorworth	Kelly	Renuart	Williams, T.
Drake	Kiar	Rivera	Wood
Eisnagle	Kreegel	Robaina	Workman
Evers	Legg	Roberson, K.	Zapata
Fetterman	Llorente	Roberson, Y.	

(A list of excused members appears at the end of the *Journal*.)

A quorum was present.

## Pledge

The members, led by the Honorable Mackenson Bernard, pledged allegiance to the Flag.

## Correction of the *Journal*

The *Journal* of December 4, 2009 was corrected and approved as corrected.

## Bills and Joint Resolutions on Third Reading

**HB 1B**—A bill to be entitled An act relating to transportation; amending s. 20.23, F.S.; creating the Florida Statewide Passenger Rail Commission to monitor passenger rail systems and associated operations, advise the Department of Transportation concerning a statewide system of passenger rail service, evaluate passenger rail policies, and provide advice and recommendations to the Legislature on passenger rail operations in the state; providing for membership and organization of the commission; authorizing reimbursement for travel and other expenses of members; prohibiting the commission and its members from taking part in operations of the department or a monitored authority; assigning the commission to the Office of the Secretary of the department for administrative purposes; providing that expenses of the commission shall be approved by the secretary; directing the department to provide administrative support and services to the commission; providing for a rail enterprise in the department to be headed by an executive director and headquartered in Leon County; providing that the executive director shall be appointed by the Secretary of Transportation; directing the secretary to assign to the executive director the responsibility for funding, developing, and operating high-speed and passenger rail systems under specified provisions and coordinating publicly funded passenger rail operations; exempting the enterprise from department policies, procedures, and standards; providing exceptions; amending s. 201.15, F.S.; revising allocation of certain moneys in the State Transportation Trust Fund by increasing the percentage to be allocated for purposes of the Small County Outreach Program and providing for an annual allocation to the Florida Rail Enterprise; amending s. 339.135, F.S.; providing a funding source for allocations to the South Florida Regional Transportation Authority under specified provisions; amending s. 343.58, F.S., relating to the South Florida Regional Transportation Authority; providing that funds dedicated by county governments may be used for certain purposes; providing for allocation of funds from the State Transportation Trust Fund to the authority; providing for cessation of the allocation under certain circumstances; amending s. 341.301, F.S.; revising the definition of "railroad" or "rail system" to include a high-speed rail system and providing definitions for purposes of provisions for rail programs; amending s. 341.302, F.S.; revising duties and responsibilities of

the department to develop and implement a rail program; authorizing the department's rail system plan to include regional components for certain purposes; revising requirements for the plan to be updated; requiring a plan status report to the Legislature; directing the department to work with local communities to address impacts of passenger rail implementation, finalize alternative routes for through freight rail traffic in Central Florida, and provide technical assistance to a coalition of municipalities and counties in Central Florida for development of a regional rail system plan; providing parameters within which the department may by contract indemnify against loss a freight rail operator from whom it has acquired interest in a rail corridor; authorizing the department to purchase liability insurance including coverage for the department, any freight rail operator, commuter rail service providers, governmental entities, or any ancillary development and establish a self-insurance retention fund; limiting the amount of the insurance and self-insurance retention fund; providing that the insureds must make payments for the coverage; providing that the insurance may provide coverage for all damages and be maintained to provide a fund to cover liabilities arising from rail corridor ownership and operations; authorizing the department to incur certain marketing expenses relating to rail corridor acquisition, ownership, construction, and operation; providing that indemnification by contract, the purchase of insurance, or establishment of a self-insurance retention fund does not waive sovereign immunity or increase liability limits provided under specified provisions; providing that specified provisions apply to the purchase of insurance; providing that specified provisions relating to rail service apply to other governmental entities under contract with the department or designated by the department; providing for application of specified provisions to procurement contracts for the construction, operation, maintenance, and management of a rail corridor by the department, a governmental entity under contract with the department, or a governmental entity designated by the department; authorizing the department to complete an escrowed closing on the Central Florida Rail Corridor acquisition if Federal Transit Administration full-funding grant agreement approval is obtained for the proposed Central Florida Commuter Rail Transit Project Initial Operating Segment; amending s. 341.303, F.S.; revising provisions for distribution of rail funds; removing provisions for funding service development projects; authorizing the department to fund net operating costs of eligible intercity or commuter rail systems for a certain time period; authorizing the department, through the Florida Rail Enterprise, to use specified funds to fund certain costs of passenger rail capital improvement projects, passenger rail planning and development, the high-speed rail system, and projects necessary to identify or address anticipated impacts of increased freight rail traffic due to implementing passenger rail systems; providing that the enterprise shall be a single budget entity; providing that the enterprise's budget include all passenger rail funding and be submitted to the Legislature along with the department's budget; directing the Governor to certify forward unexpended funds of the enterprise; providing for use of unencumbered funds certified forward; amending s. 341.8201, F.S.; revising a short title; providing that specified provisions may be cited as the "Florida Rail Enterprise Act"; amending s. 341.8203, F.S.; providing definitions for purposes of such act; amending s. 341.822, F.S.; providing powers and duties of the enterprise in addition to the powers and duties of the department; authorizing the enterprise to plan, construct, maintain, repair, operate, and promote a high-speed rail system, to acquire corridors, and to coordinate the development and operation of publicly funded passenger rail systems; providing intent; authorizing the enterprise to cooperate, coordinate, partner, and contract with other entities to accomplish its purposes; authorizing the enterprise to employ certain procurement methods; authorizing the executive director to employ staff; providing that such staff are exempt from specified Career Service System provisions; providing for construction; providing that provisions for powers of the enterprise supersede other laws that are inconsistent; requiring rail enterprise projects or improvements to be developed in accordance with the Florida Transportation Plan and the department's work program; creating s. 341.8225, F.S.; providing that only the department may acquire, construct, maintain, or operate the high-speed rail system; providing for an exception with legislative authorization; authorizing local governmental entities to negotiate with the department for the design, right-of-way acquisition, and construction of components of the system; amending s. 341.836, F.S.;

providing for the enterprise to undertake associated developments for certain purposes; amending s. 341.838, F.S.; authorizing the enterprise to establish and collect fares, rates, and other charges for services provided by the system; authorizing the enterprise to contract with other entities; directing the enterprise to review the fares, rates, and other charges annually; providing for use of moneys collected; providing that such fares, rates, and other charges are not subject to supervision or regulation by other entities; amending s. 341.839, F.S.; providing for construction of provisions granting powers to the enterprise; removing provisions relating to the Florida High-Speed Rail Authority; repealing ss. 341.8202, 341.821, 341.823, 341.824, 341.827, 341.828, 341.829, 341.830, 341.831, 341.832, 341.833, 341.834, 341.835, 341.837, and 341.841, F.S., relating to the Florida High-Speed Rail Authority, legislative findings and intent, criteria for assessment and recommendations, technical, scientific, or other assistance, service areas, segment designation, permitting, conflict prevention, mitigation, and resolution, procurement, prequalification, request for qualifications, request for proposals, award of contract, acquisition of property, rights-of-way, and disposal of land, payment of expenses, and reports and audits; amending s. 110.205, F.S.; conforming cross-references; providing effective dates.

—was read the third time by title.

Representative Gibbons offered the following:

(Amendment Bar Code: 216543)

**Amendment 7 (with title amendment)**—Between lines 452-453, insert: Section 3. Paragraph (d) of subsection (2) of section 320.08, Florida Statutes, is amended to read:

320.08 License taxes.—Except as otherwise provided herein, there are hereby levied and imposed annual license taxes for the operation of motor vehicles, mopeds, motorized bicycles as defined in s. 316.003(2), and mobile homes, as defined in s. 320.01, which shall be paid to and collected by the department or its agent upon the registration or renewal of registration of the following:

(2) AUTOMOBILES FOR PRIVATE USE.—

(d) Net weight of 3,500 pounds or more: \$47 \$44 flat, of which \$3 shall be remitted to the South Florida Regional Transportation Authority as a recurring funding source and \$11.50 shall be deposited into the General Revenue Fund.

#### TITLE AMENDMENT

Remove line 34 and insert:

Florida Rail Enterprise; amending s. 320.08, F.S.; revising the tax on registration and renewal of registration of certain motor vehicles; providing for the additional amount to be remitted to the South Florida Regional Transportation Authority as a recurring funding source; amending s. 339.135, F.S.;

Rep. Gibbons moved the adoption of the amendment, which failed to receive the required two-thirds vote for adoption.

Representative Randolph offered the following:

(Amendment Bar Code: 828807)

**Amendment 8 (with title amendment)**—Remove line 976 and insert: shall be procured pursuant to the criteria in s. 337.11(7). Notwithstanding any state law to the contrary, and if not prohibited by federal law, no contractor shall be eligible to bid on any project or contract put out for bidding under any state law by the Florida Rail Enterprise or the Florida Department of Transportation for any rail system or rail service development project unless such bidder or contractor has agreed to use the electronic verification of work authorization program of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, Pub. L. No. 104-208, Division C, Title IV, s. 403(a), as amended, operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the

United States Department of Homeland Security or any other designated federal agency authorized to verify the work authorization status of newly hired employees pursuant to the Immigration Reform and Control Act of 1986, Pub. L. No. 99-603, for any such project in this state.

District 41

**TITLE AMENDMENT**

Remove lines 83-84 and insert:  
department; providing requirements for procurement contracts for the construction,

Rep. Randolph moved the adoption of the amendment. Subsequently, **Amendment 8** was withdrawn.

The question recurred on the passage of HB 1B. The vote was:

Session Vote Sequence: 524

Speaker Cretul in the Chair.

Yeas—84

Abruzzo	Ford	Long	Sachs
Adams	Fresen	Lopez-Cantera	Sands
Adkins	Frishe	Mayfield	Sansom
Ambler	Galvano	McBurney	Schenck
Anderson	Gibbons	McKeel	Schultz
Aubuchon	Glorioso	Murzin	Scionti
Bernard	Gonzalez	Nehr	Skidmore
Bogdanoff	Hasner	Nelson	Snyder
Bovo	Hays	O'Toole	Soto
Brandenburg	Holder	Patronis	Thompson, G.
Bullard	Homan	Patterson	Thompson, N.
Burgin	Hooper	Plakon	Thurston
Cannon	Horner	Poppell	Tobia
Clarke-Reed	Hudson	Porth	Van Zant
Coley	Hukill	Proctor	Waldman
Cretul	Jenne	Randolph	Weatherford
Crisafulli	Jones	Ray	Weinstein
Dominio	Kelly	Reagan	Williams, A.
Dorworth	Kiar	Roberson, K.	Williams, T.
Eisnaugle	Kreegel	Rogers	Wood
Flores	Legg	Rouson	Workman

Nays—25

Bembry	Fetterman	Pafford	Stargel
Boyd	Fitzgerald	Planas	Steinberg
Brisé	Garcia	Rader	Taylor
Bush	Gibson	Reed	Zapata
Chestnut	Grady	Robaina	
Drake	Heller	Roberson, Y.	
Evers	Llorente	Saunders	

Votes after roll call:

Yeas—Braynon, Culp, Grimsley

Nays—Kriseman, Rehwinkel Vasilinda, Renuart

Yeas to Nays—O'Toole

**Abstain From Voting**

Per discussion with House Counsel and others, I will be abstaining from voting on HB0001/SB0002, in an abundance of caution related to Rule 3.2 of the House of Representatives.

I was previously was a principal owner in Dyer Riddle Mills and Precourt, Inc. who have done, and continue to do, work related to the SunRail project and for CSX. While I have severed the relationship and liquidated my ownership, there remains a nominal interest the ESOP Retirement program. I have been advised that, due to the nature of the current legislation, there may be a remote possibility of a special private gain over the long term to me, should HB0001/SB0002 pass.

*Rep. Stephen Precourt*

My family business Atlantic Blue Group, Inc, in which I am a significant Shareholder wholly owns another company; Phoenix Industries, LLC. Phoenix Industries, LLC is an approved transloader for CSX transportation and has developed unique dedicated service offerings with CSX. Should PCB 09B-01 pass, Phoenix Industries, LLC stands to financially benefit, and it will insure a special private gain for all family shareholders. Therefore, I must abstain from voting on PCB 09B-01 in order to comply with Rule 3.2 of the House of Representatives.

*Rep. Baxter Troutman  
District 66*

So the bill passed, as amended, and was immediately certified to the Senate.

**House Resolution**

**HR 9001B**—A resolution commending Hillsborough County Public Schools.

WHEREAS, in November 2009, the Bill & Melinda Gates Foundation awarded Hillsborough County Public Schools a \$100 million grant for the Intensive Partnerships to Empower Effective Teachers, one of the largest privately sponsored school improvement initiatives in recent years, and

WHEREAS, the grant application process brought together the school district, school board, and local teacher union leaders to develop comprehensive, innovative reform plans to support effective teaching and raise student achievement, and

WHEREAS, Hillsborough County Public Schools demonstrated a broad-based commitment to raising student achievement, with an emphasis on reforming how teachers are recruited, evaluated, supported, retained, and rewarded, and

WHEREAS, the school district, school board, and local teacher union will partner to develop and implement new strategies that include adopting better measures of teacher effectiveness, such as growth in student achievement and college readiness, using those measures to boost teacher development and support, tying tenure decisions more closely to teacher effectiveness measures, rewarding highly effective teachers through new career and compensation opportunities that keep them in the classroom, strengthening school leadership, and providing incentives for the most effective teachers to work in the schools and classrooms with the greatest need, and

WHEREAS, in March 2008, Hillsborough County Public Schools received a first place award in the American School Board Journal's 14th annual Magna Awards program for its "Ought to Be a Law" student bill drafting competition, an innovative program that is the first of its kind in the nation and offers students the opportunity to present a bill to legislators with the possibility of it becoming a law, NOW, THEREFORE,

BE It Resolved by the House of Representatives of the State of Florida:

That the House of Representatives:

(1) Commends the efforts of Hillsborough County Public Schools and its partners in securing a \$100 million grant from the Bill & Melinda Gates Foundation.

(2) Recognizes Florida's commitment to raising student achievement, with an emphasis on effective teaching.

(3) Commends Hillsborough County Public Schools for receiving a first place American School Board Journal Magna Award for its innovative "Ought to Be a Law" program.

BE IT FURTHER RESOLVED that a copy of this resolution be presented to Hillsborough County Public Schools as a tangible token of the sentiments expressed herein.

—was read the second time by title. On motion by Rep. Ambler, the resolution was adopted.

**Moment of Silence**

At the request of Rep. Hukill, the House observed a moment of silence in memory and recognition of the sacrifices of those who died or were wounded during the attack on Pearl Harbor on December 7, 1941.

**Oath of Office Administered**

On the 5th day of October 2009, Robert L. "Bob" Ward, Clerk of the House, delivered the first Oath of Office to Rep. Mackenson "Mack" Bernard as prescribed by the Constitution. Subsequently, the Clerk ceremonially administered the Oath of Office to Rep. Bernard on the floor of the Chamber in the presence of his peers.

**Remarks**

The Speaker recognized Rep. Bernard to give brief remarks from the well.

**Motion to Adjourn**

Rep. Cannon moved that the House, after receiving reports, adjourn for the purpose of holding council and committee meetings and conducting other House business, to reconvene upon call of the Chair. The motion was agreed to.

**Votes After Roll Call**

[Date(s) of Vote(s) and Sequence Number(s)]

Rep. Fresen:

Nays—December 4: 519

Rep. Gibson:

Yeas—December 4: 519, 520, 521, 522

Rep. Sands:

Yeas—December 4: 519, 520, 521, 522

**Excused**

Reps. Carroll, Kriseman, Schwartz

**Adjourned**

Pursuant to the motion previously agreed to, the House adjourned at 10:49 a.m., to reconvene upon call of the Chair.



**JOURNAL OF THE HOUSE OF REPRESENTATIVES**

**DAILY INDICES FOR**

**December 7, 2009**

**NUMERIC INDEX**

HB 1B .....	18, 20	HR 9001B .....	20
-------------	--------	----------------	----

**SUBJECT INDEX**

Bills and Joint Resolutions on Third Reading .....	18	Moment of Silence .....	21
Excused .....	21	Votes After Roll Call .....	21
House Resolution .....	20		

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: DECEMBER 16, 2009

INFORMATION ITEM REPORT

---

---

Information Item

Presentation

JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM (NF) PROGRAMS

SUMMARY EXPLANATION AND BACKGROUND:

Job Access and Reverse Commute (JARC) and New Freedom (NF) are two programs administered by the Federal Transit Administration (FTA). The JARC program has assisted individuals successfully transitioning from welfare to work by addressing the unique transportation challenges faced by welfare recipients and low-income persons seeking to get and keep jobs. The NF program was established to support new public transportation services and public transportation alternatives beyond those required by the American with Disabilities Act (ADA) of 1990. In order to prevent the Miami Urbanized Area (UZA) from losing funding through these programs, the SFRTA agreed to become the designated recipient.

Following up on information shared with the PTAC in previous months, at the December meeting a presentation will be made outlining the status of the previous funding cycle (Fiscal Year 2007), as well as updates on the current cycle (Fiscal Years 2008-2009).

EXHIBITS ATTACHED: Draft 2009-2010 JARC/NF Program Schedule



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: DECEMBER 16, 2009

INFORMATION ITEM REPORT

---

---

Information Item                       Presentation

TRI-RAIL PARKING MANAGEMENT STUDY

SUMMARY EXPLANATION AND BACKGROUND:

In an effort to explore methods to effectively manage parking at Tri-Rail park-and-ride lots, the SFRTA seeks to evaluate parking management techniques and potential pay parking operations at Tri-Rail station park-and-ride lots. The goal of the Tri-Rail Parking Management Study is to evaluate the feasibility of implementing parking management techniques in an effort to more efficiently manage Tri-Rail park-and-ride lots and to assess potential impacts on ridership.

The Tri-Rail Parking Management Study has been previously presented to the PTAC at its September and October meetings. Further findings will be shared at the December 16 meeting, covering tasks from the public involvement, elasticity model, and financial model components of the study. The public involvement component includes results from three focus group meetings held in the three counties served by Tri-Rail during the month of October. The development of the elasticity model and the financial model is currently on-going and will help predict the affects of a parking fee on Tri-Rail ridership and potential revenue generation.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: DECEMBER 16, 2009

INFORMATION ITEM REPORT

---

---

Information Item

Presentation

SFRTA SHUTTLE BUS SERVICE AND FINANCIAL ASSESSMENT

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Transportation Authority currently contracts for the operation of 17 shuttle bus routes to provide feeder bus service to and from Tri-Rail stations. Earlier this year, Florida Department of Transportation (FDOT) District 4, in consultation with SFRTA, funded and conducted the “SFRTA Shuttle Bus Service & Financial Assessment, Phase 1: Fiscal Year 2009/10.” One of the conclusions of the Phase 1 effort was the need for a Phase 2, which has the goal of “identifying opportunities to provide new service, implement service modifications, and potentially discontinue low performing routes.”

The Phase 2 effort is now underway. Phase 2 tasks completed to date include the compilation of shuttle bus data, research of nationally accepted performance measures, and the development of performance measures. A presentation will be given at the December 16 PTAC meeting, summarizing the Phase 2 work that has been completed to date and explaining the remaining tasks yet to be performed.

EXHIBITS ATTACHED: None.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: DECEMBER 16, 2009

INFORMATION ITEM REPORT

---

---

Information Item                       Presentation

MIAMI-DADE MPO FEC CONNECTION STUDY

SUMMARY EXPLANATION AND BACKGROUND:

Miami-Dade MPO staff will present the preliminary results of its FEC Connection Study at the PTAC meeting on December 16. The FEC Connection Study's objective is to examine the feasibility of implementing premium transit service alongside the Ludlum Trail project, primarily within the FEC Corridor from the Dadeland North Metrorail Station and connecting to the Miami International Airport via the Miami Intermodal Center. Various premium transit modes such as bus rapid transit (BRT), light rail transit (LRT) and heavy rail (Metrorail) were evaluated as part of this study. Attached is the FEC Connection Study's Executive Summary.

The FEC Connection Study represents a supplementary analysis of the Kendall Link Study (2007). The Miami-Dade MPO Governing Board passed a resolution directing staff to further evaluate various aspects including the feasibility of implementing transit service along the FEC Corridor. The Kendall Link Study had not considered usage of the FEC Corridor, but did propose a new diesel light rail transit line extending to the Metrozoo area and terminating at the Dadeland North Metrorail Station.

The FEC Connection Study has been coordinated extensively with the Ludlum Trail Design Guidelines project being conducted by the Miami-Dade Parks & Recreation Department. In addition, the MPO's Transportation Planning Technical Advisory Committee (TPTAC) has received numerous presentations and materials for review and comment throughout the study period.

EXHIBITS ATTACHED: FEC Connection Study Executive Summary

FLORIDA EAST COAST (FEC)

# TRANSIT CONNECTION STUDY

FROM DADELAND NORTH  
METRORAIL STATION TO MIAMI  
INTERNATIONAL AIRPORT (MIA)

EXECUTIVE SUMMARY



Prepared by



Kimley-Horn  
and Associates, Inc.

# TRANSIT CONNECTION STUDY

## Study Purpose

The Florida East Coast (FEC) Ludlam Corridor Transit Connection Study examines the potential for integrating transit into future plans for this inactive rail corridor. The study began in September 2008 based on the Miami-Dade Metropolitan Planning Organization (MPO) Governing Board's resolution relating to the Kendall Link Alternatives Analysis (AA) Study, which directed staff to evaluate transit service along the FEC Ludlam Corridor from the Dadeland North Metrorail Station to Miami International Airport (MIA). The main purpose of this study is to assess the integration of a transit service component into future plans for this inactive rail corridor.

## Transit Connectivity



## Background

The FEC Ludlam Corridor is a partially-abandoned railroad corridor connecting the Dadeland area with the existing South Florida Rail Corridor (SFRC) south of MIA. The railroad track has been removed along the majority of the Ludlam Corridor's length. The project corridor is approximately seven miles long and is located parallel to and west of NW/SW 67th Avenue (Ludlam Road). The FEC Ludlam Corridor represents a significant opportunity to expand alternative transportation modes in Miami-Dade County due to its length, connectivity, and strategic location. Although initial studies in the Ludlam Corridor examined rail transit service, recent studies have focused on bicycle

and pedestrian improvements based on the “Rails-to-Trails” Conservancy program. Prior studies that have examined the corridor include:

- Palmetto Corridor Light Rail Transit Feasibility Study, Miami-Dade MPO (1997)
- North Dade Greenways Master Plan, Miami-Dade MPO (1997)
- Ludlam Trail Non-Motorized Corridor Study, FDOT (2003)
- Rail Convertibility Study, Miami-Dade MPO (2004)

The Miami-Dade MPO’s 2035 Needs Plan identifies the FEC Ludlam Corridor as a “premium transit service with non-motorized trail facility” between the Dadeland North area and the Miami Intermodal Center (MIC).

### Successful Examples of Rails-with-Trails

A 2002 USDOT report entitled *Rails-with-Trails: Lessons Learned* documented 65 rail-with trail examples from around the country in 30 different states. Two (2) rail-with-trail projects were documented in Florida including a section of the West Orange Trail in Winter Park and St. Marks Trail near Tallahassee. A few examples are listed below compiled from the USDOT report as well as additional research efforts conducted for this study.

#### ***Hiawatha Light Rail and Trail, Minneapolis, Minnesota***

- Popular shared-use trail located along a 19-station urban light-rail line
- Rail-with-trail opened in 2004
- Trail is integrated within a 56-mile urban greenway bicycle trail system
- The Hiawatha Light Rail operates over 200 trains per day on weekdays and carries more than 28,000 daily passengers



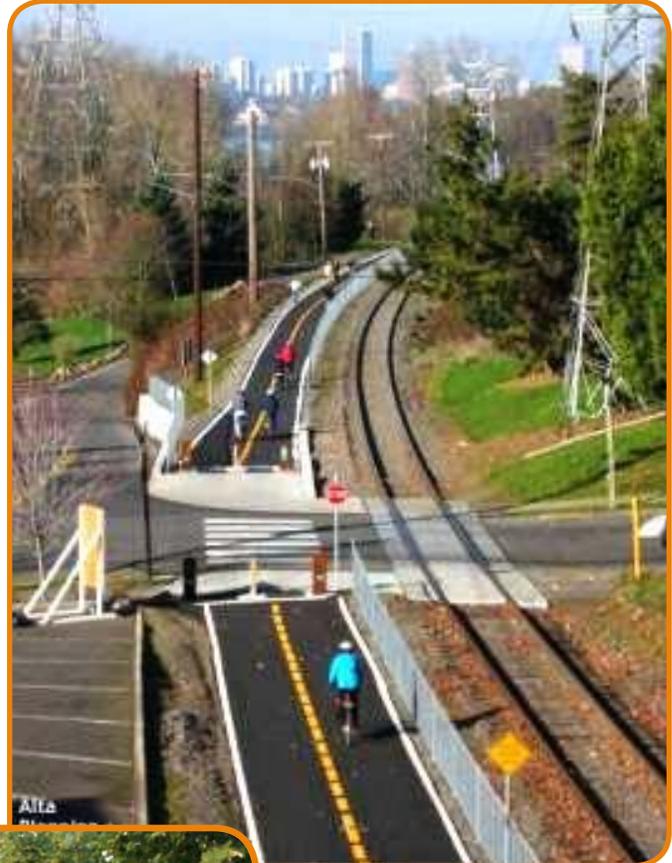
***Hiawatha Light Rail and Trail, Minneapolis, Minnesota***

***Springwater Corridor Trail,  
Portland, Oregon***

- Bicycle and pedestrian rail-with-trail
- Part of a 40-mile loop with heavy bicycle commuter traffic
- Metro, the Portland regional government, owns the corridor
- Oregon Pacific Railroad (OPR) operates freight trains in the winter and tourist excursion trains in the summer

***Burlington Waterfront Bikeway,  
Burlington, Vermont***

- Trail opened in 1985 beside an active railroad line
- 7.5 miles in length
- Vermont Agency of Transportation (VTRANS) owns the corridor
- Construction of the trail helped to reduce the problem of people crossing the railroad tracks at undesignated locations



***Springwater Corridor Trail,  
Portland, Oregon***



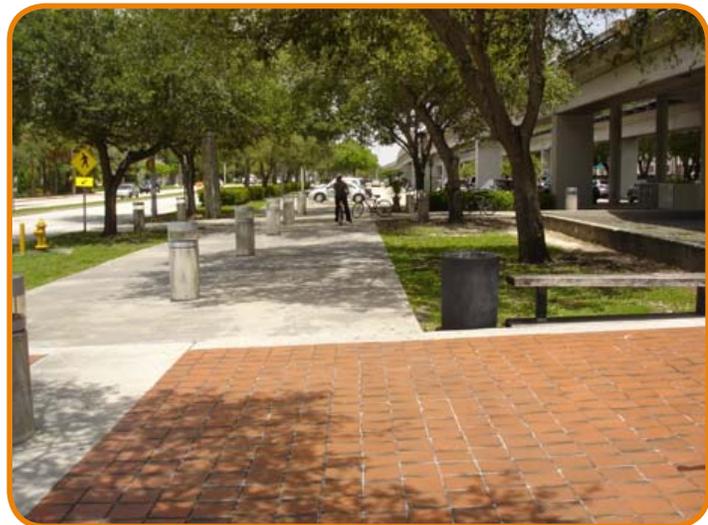
***Burlington Waterfront Bikeway, Burlington, Vermont***

## Local Transit-with-Trail Experience

Local Miami-Dade experience for transit-with-trail projects has been positive. Both the South Dade Trail and the M-Path exist within transit rights-of-way. These two trails represent two of the longest and most heavily utilized multi-use trails in Miami-Dade County. The M-Path was constructed below and sometimes adjacent to the elevated Metrorail guideway between the Miami River and SW 67th Avenue. A few other sections of Metrorail have M-Path as well. The South Dade Trail runs alongside the South Dade Busway from Dadeland South to Florida City and provides connectivity to busway stations.



*South Dade Trail*



*M-Path*

# TRANSIT CONNECTION STUDY

FROM DADELAND NORTH METRORAIL STATION TO  
MIAMI INTERNATIONAL AIRPORT (MIA)

## EXECUTIVE SUMMARY

### Existing Conditions and FEC Ludlam Right-of-Way Assessment

Existing data were collected and include the necessary information to develop and evaluate the possible options for incorporating a transit component into the FEC Ludlam Corridor. A detailed field review of the FEC Ludlam Corridor was conducted to prepare an inventory of the existing conditions, identify opportunities for multimodal connectivity, and identify potential constraints such as right-of-way encroachments.

Major street crossings are located along the following roadways:

- Perimeter Road (NW 12th Street) – two lanes, undivided
- Flagler Street – four lanes, divided
- SW 4th Street – two lanes, undivided
- Tamiami Trail (SW 8th Street) – four lanes, undivided
- SW 12th Street – two lanes, undivided
- SW 16th Street – two lanes, undivided
- SW 21st Street – two lanes, undivided
- SW 22nd Street – two lanes undivided
- Coral Way (SW 24th Street) – four lanes, divided
- North Waterway Drive – two lanes, undivided
- Bird Road (SW 40th Street) – six lanes, divided
- Miller Drive (SW 56th Street) – four lanes, undivided
- SW 60th Street – two lanes, undivided
- Hardee Drive (SW 64th Street) – two lanes, divided
- Sunset Drive (SW 72nd Street) – four lanes, divided
- Davis Road (SW 80th Street) – two lanes, undivided
- SR 878 Eastbound Exit Ramp – three lanes, undivided



*Railroad tracks remain in place north of SW 12th Street*



*Railroad tracks have been removed south of SW 12th Street*

Right-of-way observations along the FEC Ludlam Corridor:

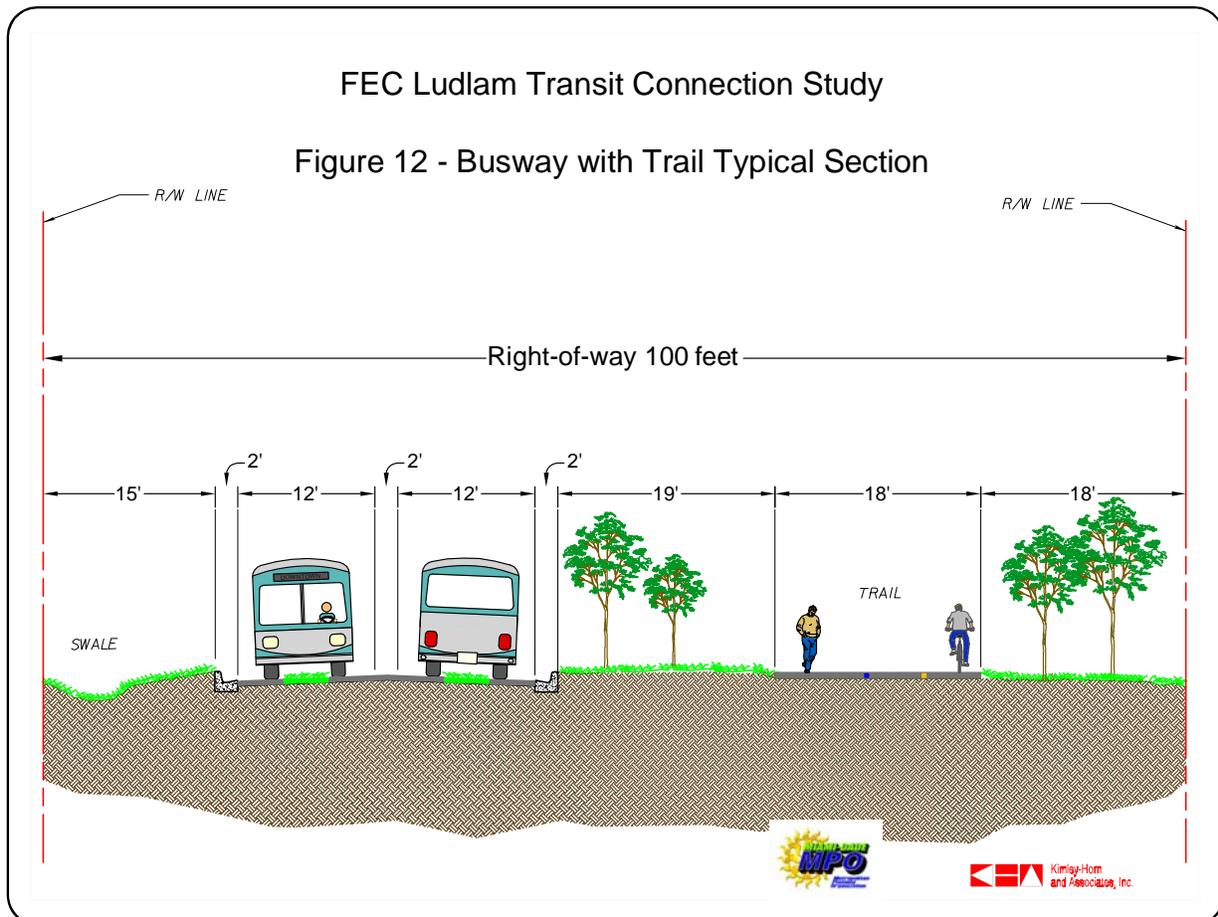
- The typical right-of-way width is 100 feet.
- South of Oleander Junction (where the corridor meets the South Florida Rail Corridor) the FEC Ludlam Corridor is owned by the FEC's development corporation, Flagler Development.
- The railroad track has been removed from SW 12th Street to the southern end of the study corridor in the Dadeland area.
- In several locations documented in this study, surrounding land uses appear to be utilizing portions of the FEC Ludlam Corridor right-of-way for activities such as warehousing, parking, driveways, fencing, etc.
- The FEC Ludlam Corridor right-of-way was observed to be completely consumed by Braman Honda parking area on the south side of SW 24th Street. According to discussions with Flagler Development staff, Braman Honda has a lease agreement for this use.
- Various landscaping and fencing encroachments exist associated with private residences.

**FEC Ludlam Corridor Options**

The FEC Ludlam Corridor can be a potential candidate for premium transit service because the corridor connects from the south side of Miami International Airport (MIA) to the Dadeland area. In the north, several options exist for connecting the FEC Ludlam Corridor to the Miami Intermodal Center (MIC) site, which will serve as the major transit hub in the area and provide passenger connections to Metrorail, Metrobus, Tri-Rail commuter rail, a consolidated rental car facility, and to the MIA passenger terminals. Local traffic can be reduced with a proper implementation of transit service on this corridor. Based on the available right-of-way and the existing and future proposed transportation network near the FEC Ludlam Corridor, the corridor options were grouped into four major categories:

- Multi-use trail only (Ludlam Trail Design Guidelines project)
- Multi-use trail with busway transit
- Multi-use trail with at-grade passenger rail transit
- Multi-use trail with elevated passenger rail transit

The elevated passenger rail transit option was removed from consideration through technical analysis conducted during the initial screening stage of this study.



**A Closer Look at the Multi-use Trail with Busway Option**

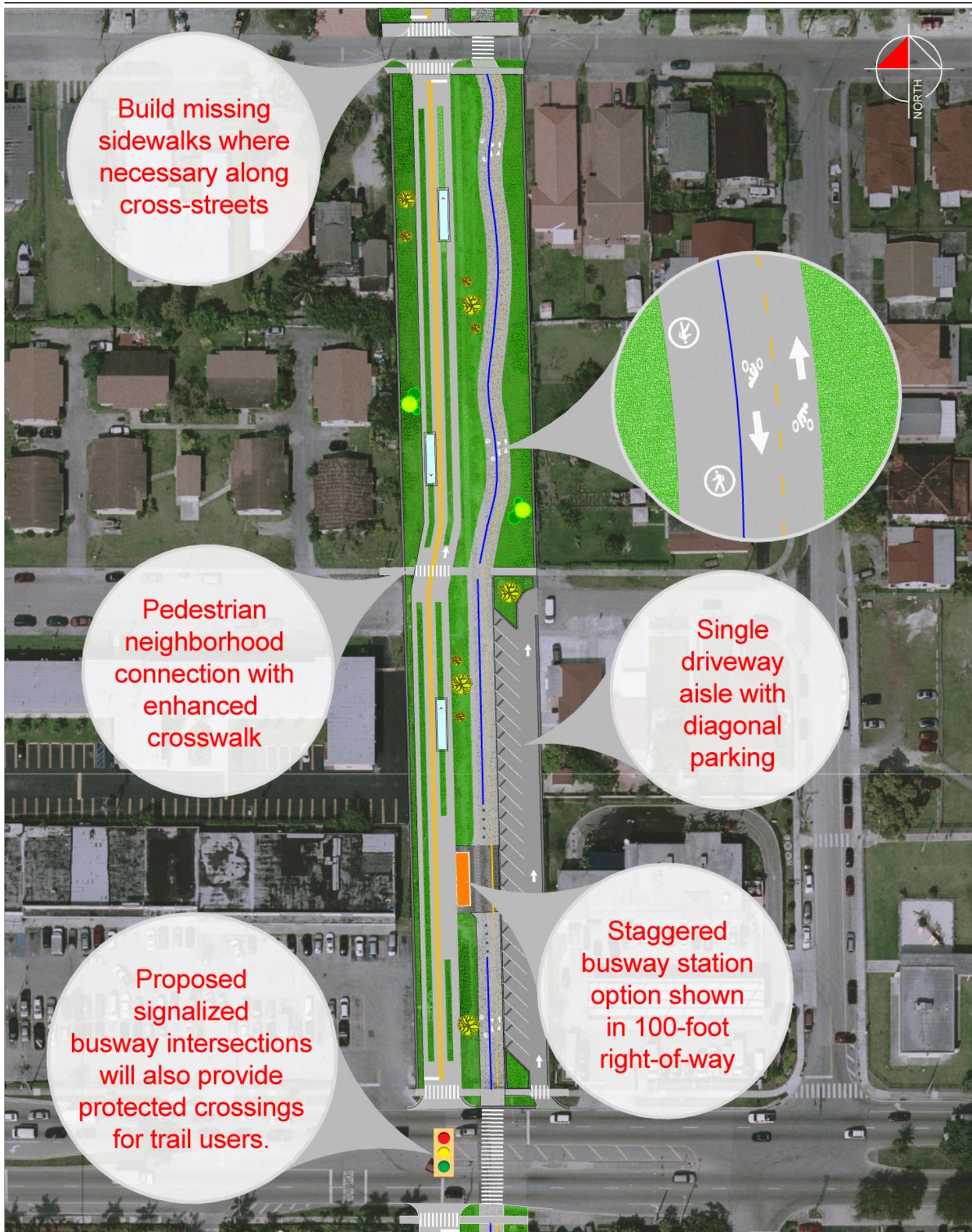
- The busway option provides the most flexibility for transit service at a lower cost than the other transit options. The buses would utilize the FEC Ludlam Corridor right-of-way to avoid operating in mixed-traffic conditions on the local streets.
- The busway option has the potential to extend the existing South Dade Busway at Dadeland South Station and also to provide a one-seat busway ride from Florida City to the MIC.
- The busway option has the potential to extend the proposed Kendall Drive Bus Rapid Transit (BRT) project to the MIC via the FEC Ludlam Corridor.
- Trail users will experience safety enhancements at major intersections because signalized crossings are proposed for the trail/busway corridor.
- Ridership modeling conducted for the CSX Corridor Evaluation Study showed significant ridership demand along the FEC Ludlam Corridor.
- The busway option accounts for a minimal additional signal delay on cross streets.
- Countywide transit efficiency strategies, such as Transit Signal Priority (TSP), can also be applied at intersections to provide additional travel time benefits for buses.

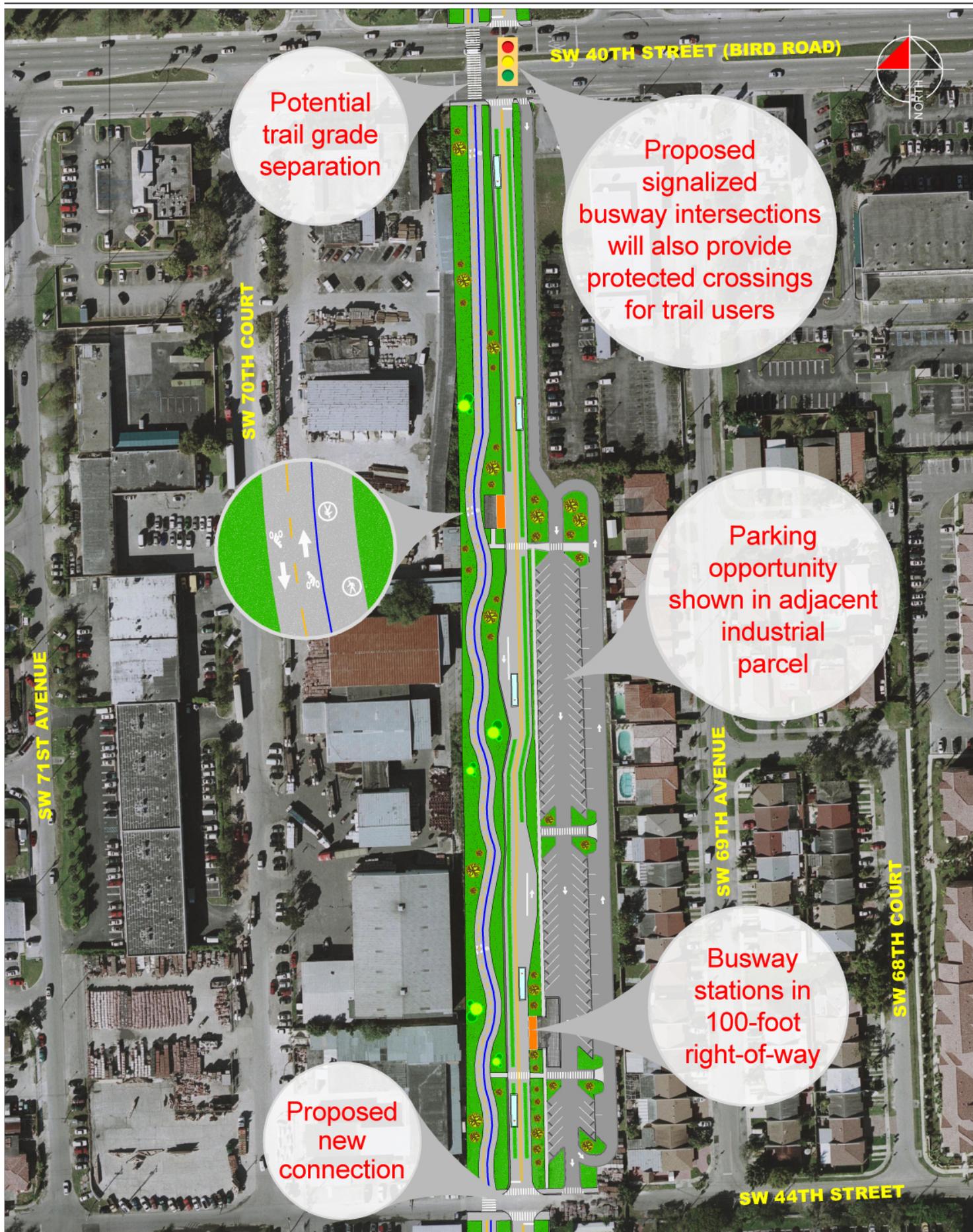


*Emerald Epress Busway, Eugene, Oregon*



Plan View for Busway Greenway with Trail at Station with Parking





Potential trail grade separation

Proposed signalized busway intersections will also provide protected crossings for trail users

Parking opportunity shown in adjacent industrial parcel

Busway stations in 100-foot right-of-way

Proposed new connection

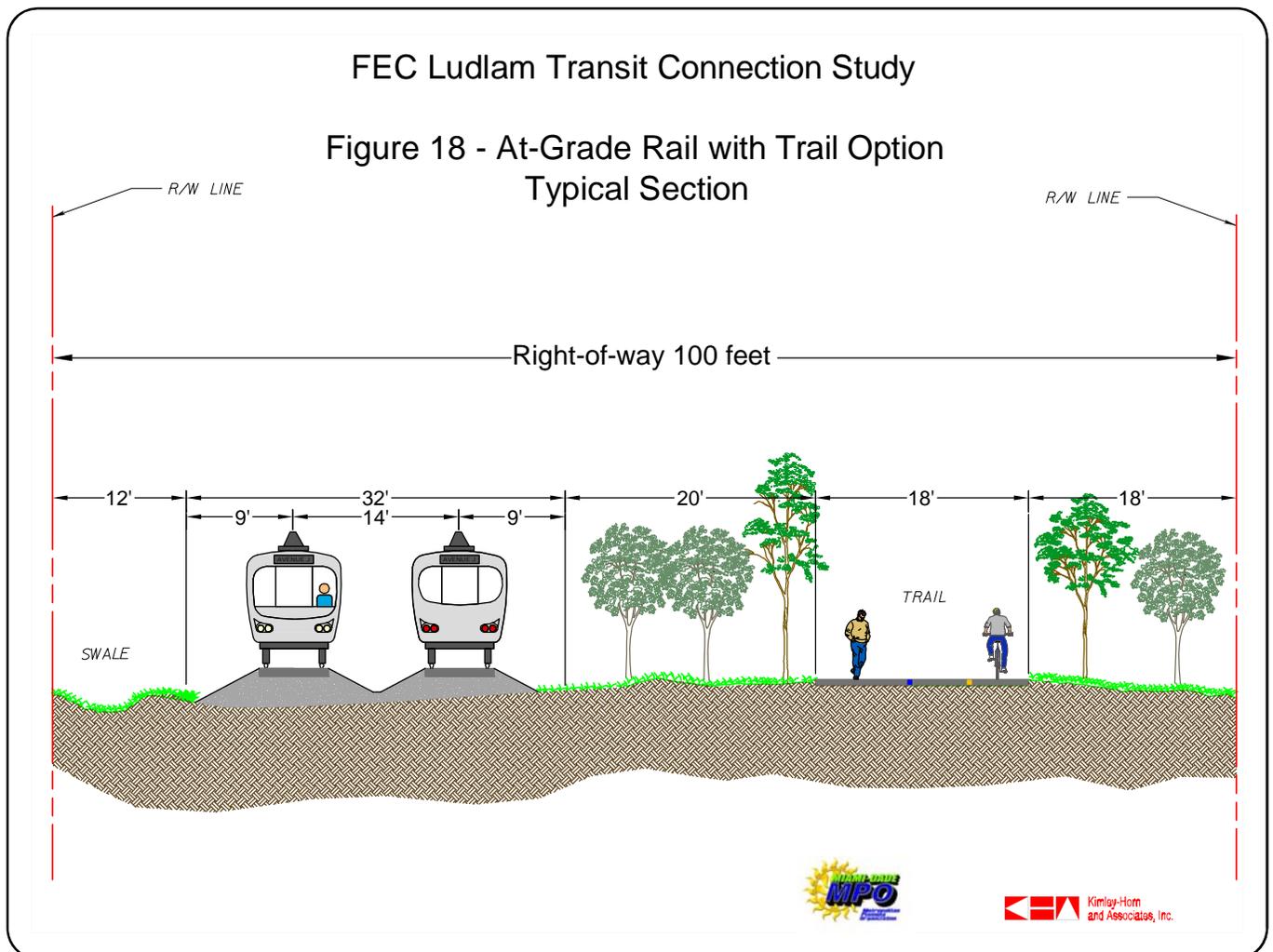
# TRANSIT CONNECTION STUDY

FROM DADELAND NORTH METRORAIL STATION TO MIAMI INTERNATIONAL AIRPORT (MIA)

## EXECUTIVE SUMMARY

### A Closer Look at the Multi-Use Trail with At-Grade Passenger Rail Option

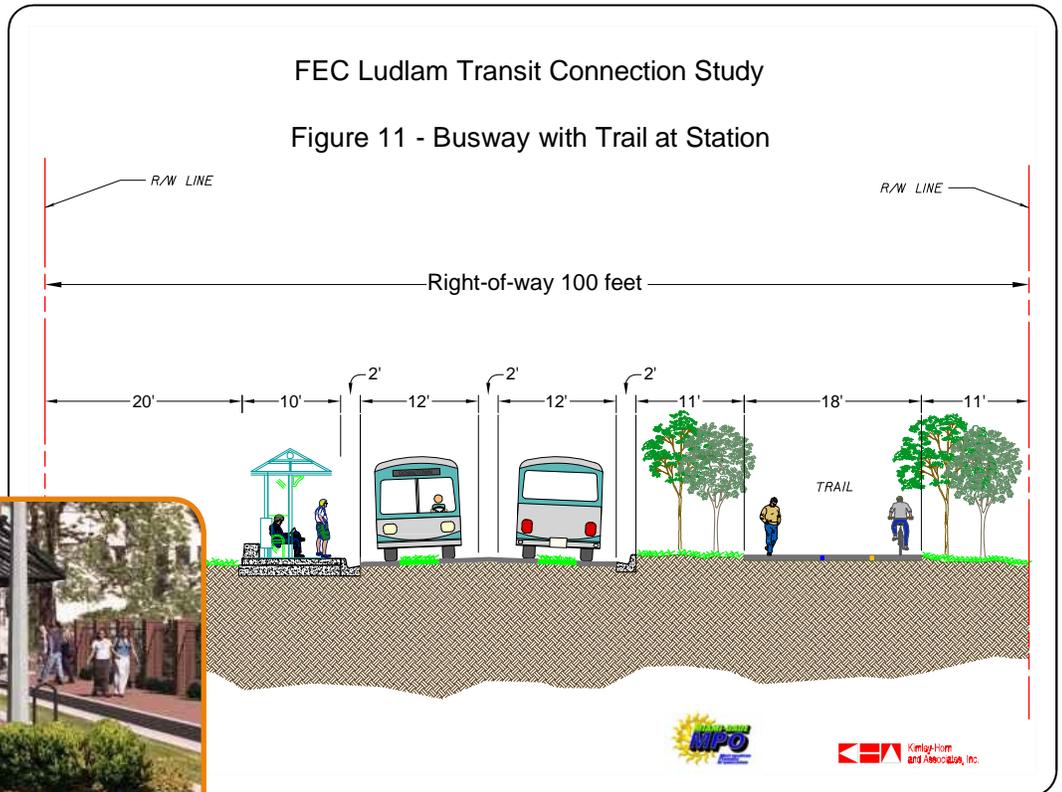
- The at-grade passenger rail option provides higher system travel speeds than the busway option, but at a higher cost and with less flexibility of scheduling and route design.
- The at-grade passenger trains would utilize the FEC Ludlam Corridor right-of-way between Oleander Junction and Dadeland North and continue along Kendall Drive and CSX Corridor to the Metro Zoo, as proposed by the Kendall Link Study.
- Signal pre-emption gate technology would provide transit travel time benefits, but would limit the ability of trail users to benefit from signalized crossings at major intersections.
- The footprint width of the at-grade rail option is essentially the same as the busway option.
- The South Florida Rail Corridor (SFRC) could be utilized from Oleander Junction to connect to the MIC. Federal Railroad Administration (FRA) compliance for mixed passenger and freight operations would need to be achieved north of Oleander Junction.



**Proposed Station Locations**

Nine (9) stations were proposed for the Busway with Trail option along the FEC corridor right-of-way. The list below does not include the terminal stations at the MIC, Dadeland North, and Dadeland South, nor any stops/stations associated with connections off of the FEC corridor right-of-way.

1. Flagler Street
2. SW 8th Street
3. SW 24th Street
4. SW 40th Street
5. SW 56th Street
6. SW 72nd Street  
 (not included in at-grade rail option)

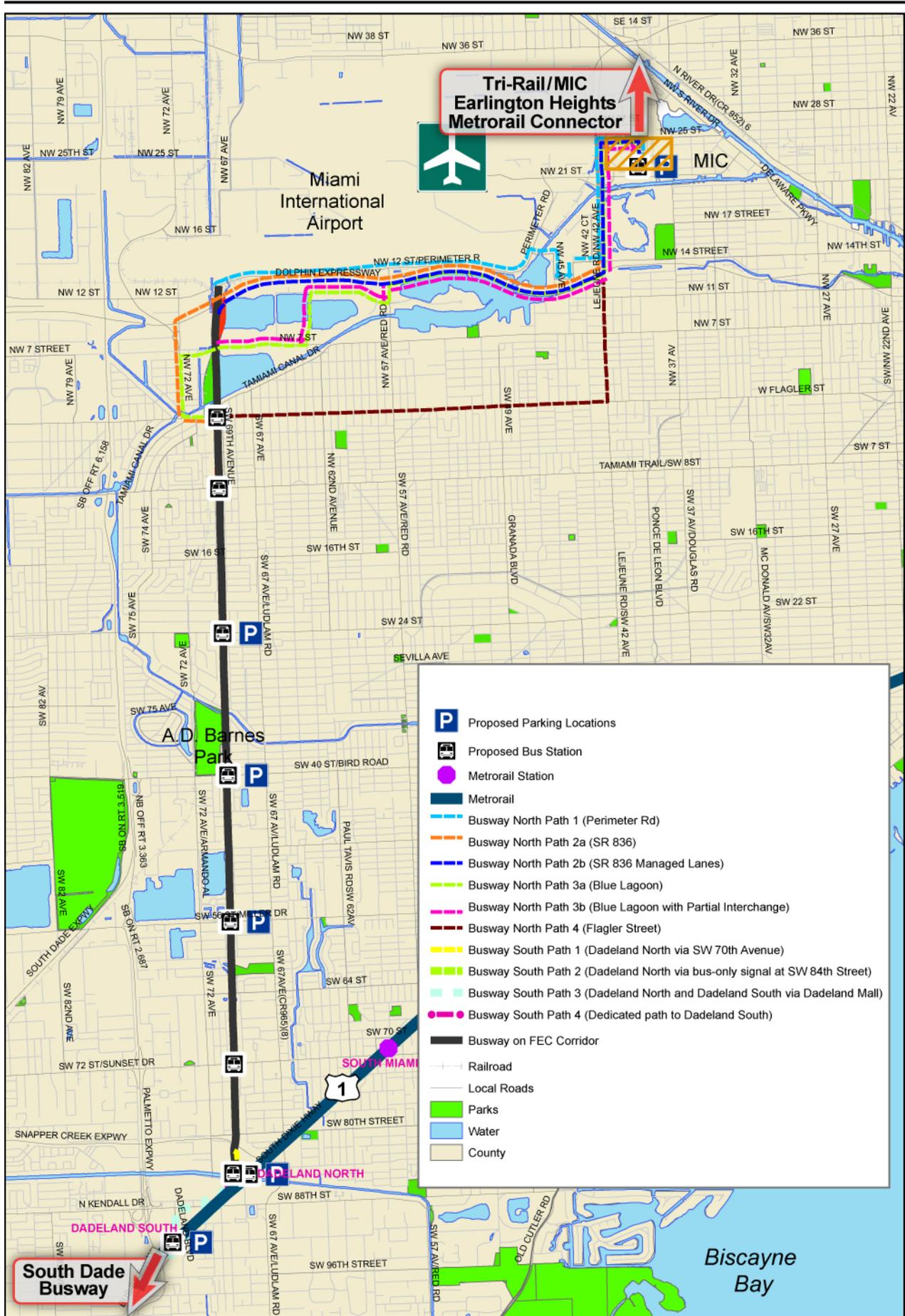


*Emerald Express Busway Station, Eugene, Oregon*

**Parking**

The corridor right-of-way was analyzed to determine if station-area parking could be provided within the right-of-way. The analysis determined that a one-lane parking aisle could be provided if all corridor components were designed to fit seamlessly (trail, busway, station platform, parking, and driveway). Larger park-and-ride lots may be feasible if off-site parking improvements can be accommodated on adjacent parcels. The study recommended surface parking be provided at three key stations near the center of the study area since parking garages are provided at the terminal stations on either end. Surface parking is recommended at SW 24th Street, SW 40th Street, and SW 56th Street. Most ridership is anticipated to be walk-up or transfer patrons.

# Busway with Trail Option



# TRANSIT CONNECTION STUDY

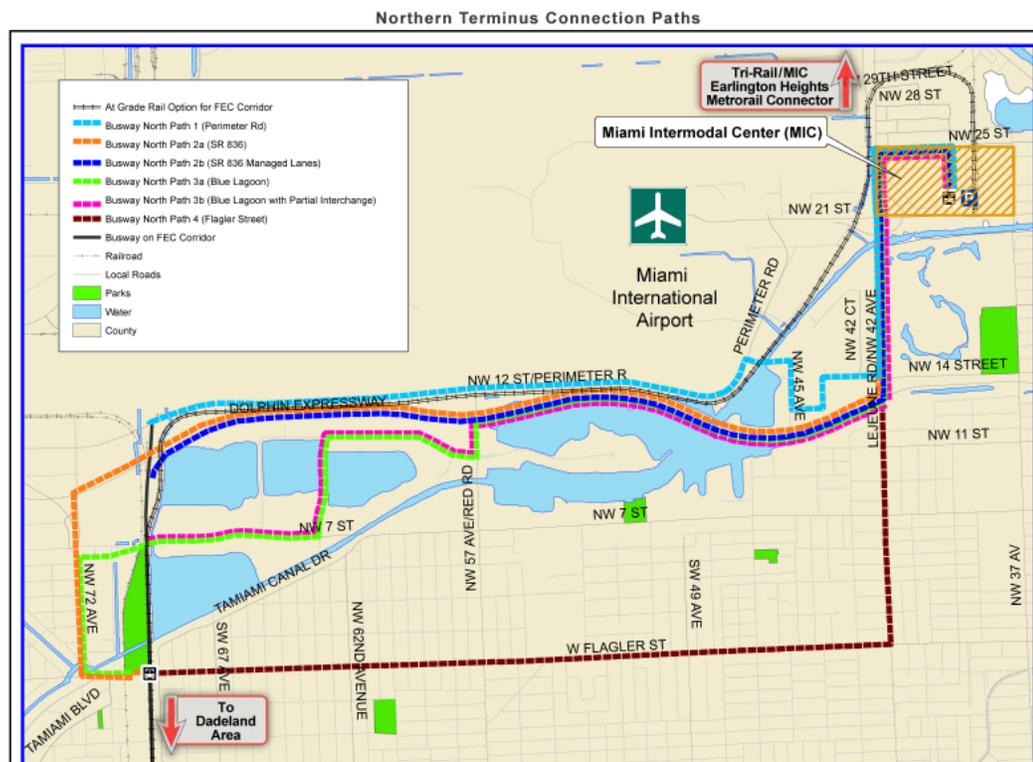
FROM DADELAND NORTH METRORAIL STATION TO MIAMI INTERNATIONAL AIRPORT (MIA)

## EXECUTIVE SUMMARY

### Connectivity to the MIC

The corridor analysis primarily focused on the FEC Ludlam Corridor from Flagler Street south. Six paths were identified for the important connection from Flagler Street to the MIC for the busway option as described below. The map below also depicts the at-grade rail option connectivity to the MIC along the existing South Florida Rail Corridor (SFRC).

- **North Path 1 (Perimeter Road)** – The bus exits the FEC busway corridor at Perimeter Road (NW 12 Street) and connects to the MIC via surface streets.
- **North Path 2a (SR 836)** – This short-term connection path involves a bus exiting the FEC busway corridor to the west at Flagler Street, then turning north on NW 72nd Avenue to take the ramp eastbound to SR 836 (Dolphin Expressway) to access the MIC via LeJeune Road.
- **North Path 2b (SR 836 Managed Lanes)** – This long-term connection path involves a bus exiting the FEC busway corridor below the existing SR 836 flyover to take a proposed center lane ramp to the future SR 836 managed lanes. Access to the MIC is provided via LeJeune Road.
- **North Path 3a (Blue Lagoon)** – This short-term connection path involves serving Blue Lagoon office park area by exiting the FEC busway corridor at Flagler Street, then turning north on NW 72nd Avenue, then entering the Blue Lagoon office park area at NW 7th Street. Bus service could continue to the MIC by accessing SR 836 at NW 57th Avenue interchange.
- **North Path 3b (Blue Lagoon with new partial interchange)** – This long-term connection path involves a bus exiting the FEC busway corridor through a proposed partial interchange at NW 7 Street. The bus then travels east along NW 7th Street to serve the Blue Lagoon office park area before accessing SR 836 at the NW 57th Avenue interchange.
- **North Path 4 (Flagler Street)** – The bus exits the FEC busway corridor at Flagler Street and travels in mixed-traffic along Flagler Street to LeJeune Road where the bus turns north on LeJeune Road, and proceeds north to the MIC.

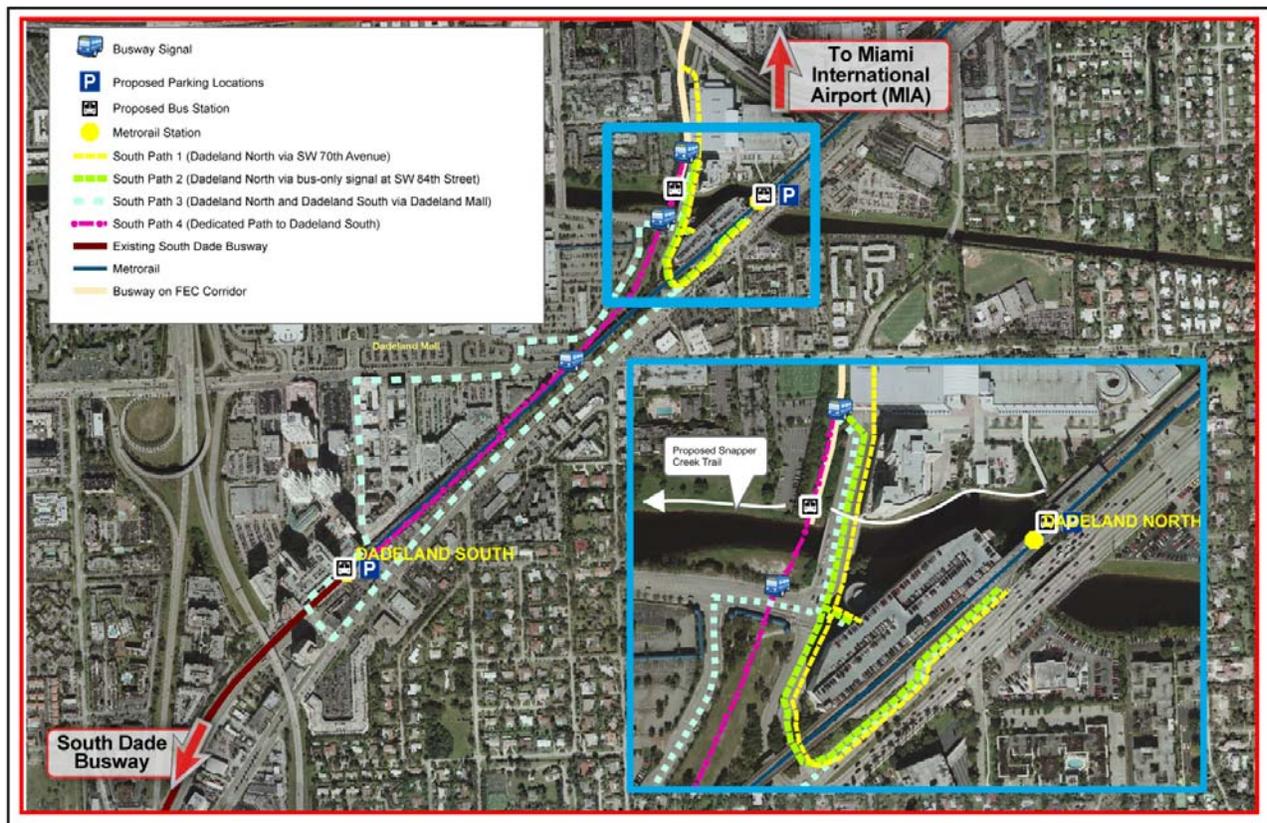


**Connectivity to Dadeland**

Four paths were proposed to connect the busway to the southern terminus at the Dadeland area from the FEC right-of-way:

- **South Path 1 (Dadeland North via SW 70th Avenue)** – The bus exits the FEC busway at the existing SW 70th Avenue intersection (SR 878 exit ramp) and travels south on SW 70th Avenue. The bus then enters the Dadeland North station at the intersection of SW 70th Avenue and SW 85th Street.
- **South Path 2 (Dadeland North via new bus-only signal at SW 84th Street)** – The bus exits the FEC busway corridor at a proposed bus-only signal at SW 70th Avenue across from the entrance to the Dadeland Station shopping center at SW 84th Street. The bus then enters the Dadeland North station at the intersection of SW 70th Avenue and SW 85th Street.
- **South Path 3 (Dadeland North and Dadeland South via Dadeland Mall)** - The bus exits the FEC busway corridor at a proposed bus-only signal at SW 70th Avenue across from the entrance to the Dadeland Station shopping center at SW 84th Street. The bus then enters the Dadeland North station at the intersection of SW 70th Avenue and SW 85th Street. Buses can travel between the Dadeland North Metrorail Station and the Dadeland South Metrorail Station following the same path that existing Metrobus Route 1 utilizes.
- **South Path 4 (Dedicated Path to Dadeland South)** – The busway remains in the FEC corridor right-of-way (which merges into the Miami-Dade Transit Metrorail right-of-way near Kendall Drive). The busway then travels south to Dadeland South below the existing Metrorail alignment by passing through a bus-only signal at Kendall Drive. This path requires a new bridge for the busway over the Snapper Creek Canal.

Southern Terminus Connection Paths



## Study Coordination with MDPR Ludlum Trail Design Guidelines Project

During the course of the Miami-Dade MPO's FEC Transit Connection Study, MDPR initiated the Ludlum Trail Design Guidelines based on the purpose of advancing the trail-only option for the corridor. MPO staff and consultant staff from the Transit Connection Study coordinated numerous times throughout the study process to ensure proper exchange of information, concepts, and ideas. A partial list of the coordination activities is as follows:

- KHA briefing of MDPR project manager (November 2008)
- Ludlum Trail Design Guidelines data-gathering meeting (January 2009)
- Ludlum Trail Design Guidelines kick-off meeting and field tour (February 2009)
- Draft Design Guideline Review Meeting (July 2009)

In addition, the MDPR project manager was invited to the Transit Connection Study Kick-off meeting and review meetings with the Transportation Planning and Technical Advisory Committee (TPTAC).

Items of related interest between the two studies for ongoing coordination as the corridor moves into later phases of development include the following.

- Maintaining a typical minimum 32-foot envelope for transit guideway purposes along the corridor, preferably on the east side of the corridor.
- Maintaining a typical minimum 40-foot area for transit stations.
- Intersection treatments.
- Provision of parking facilities where identified.
- Width of the multi-use trail.
- Placement of the multi-use trail alignment within the right-of-way.

### Ludlum Trail DESIGN GUIDELINES



Miami-Dade County LUDLUM TRAIL DESIGN GUIDELINES

## Summary

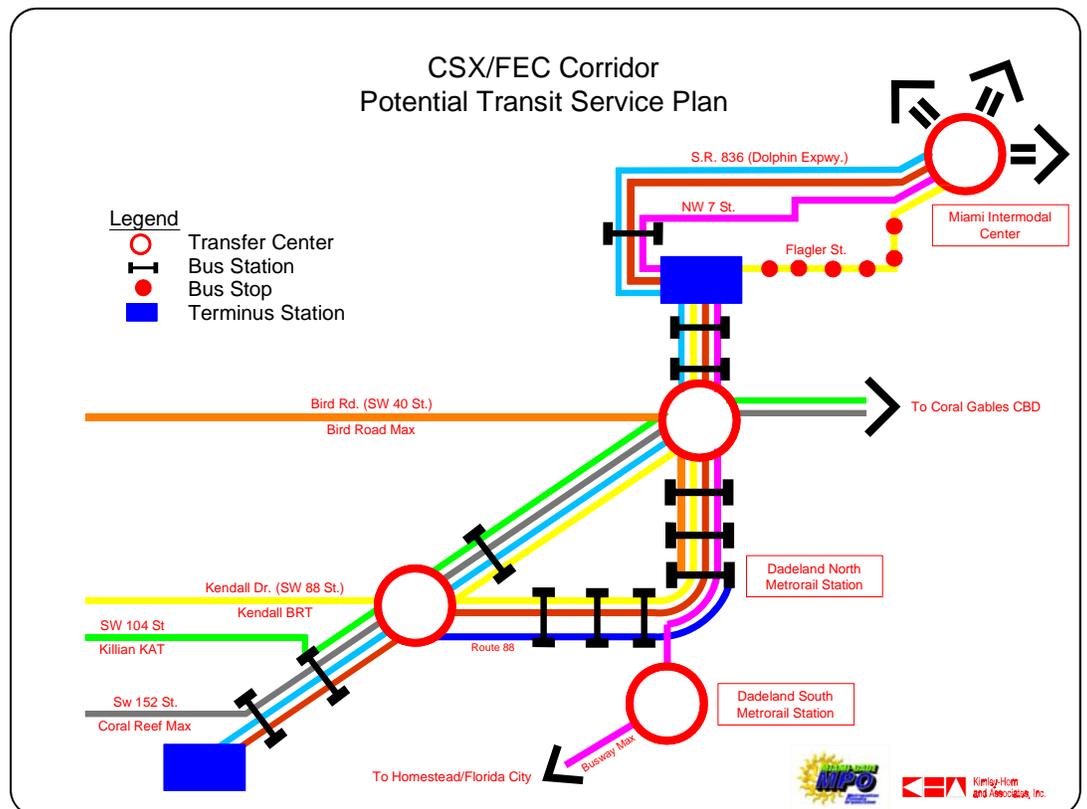
The FEC Ludlam Transit Connection Study presented a planning level analysis of potential transit connection alternatives on the FEC Ludlam Corridor between Miami International Airport and the Dadeland North Metrorail station.

The busway alternative was found to be a viable alternative to provide transit service from MIA to Dadeland North Metrorail Station for several reasons

- The ability of right-of-way to accommodate the busway option
- Relative flexibility of bus service
- Opportunity to extend the South Dade Busway service
- Lower implementation costs than other transit options
- Opportunity to provide signalized intersection crossings to enhance trail safety

The at-grade rail alternative was also found to be similarly viable with a faster travel speed although at a higher cost, with less flexibility of routes and schedules, and less system-wide compatibility.

The analysis provided in this report identified transit alternatives for operating on the FEC Ludlam corridor right-of-way. However, the advancement of these possible options requires significant investment. Therefore potential funding sources need to be identified for implementation of any of these alternatives. In addition, right-of-way ownership needs to be addressed before any public use is implemented as the majority of the corridor is not publicly owned.



OTHER BUSINESS

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: DECEMBER 16, 2009

OTHER BUSINESS

---

---

PROPOSED 2010 PTAC MEETING SCHEDULE

For the committee's consideration, below is a proposed 2010 PTAC meeting schedule. This proposed schedule continues the traditional meeting date of the third Wednesday of the month at 10:30 A.M. It also follows the committee's direction in recent years to meet on a monthly basis.

Please note that one of the summer meeting dates will likely be cancelled. Coordination will also occur with the SEFTC Regional Transportation Technical Advisory Committee (RTTAC) to continue the practice of holding both the PTAC and RTTAC meetings on the same date and at the same location.

Proposed 2010 PTAC Meeting Schedule:

January 20  
February 17  
March 17  
April 21  
May 19  
June 16  
July 21\*  
August 18\*  
September 15  
October 20  
November 17  
December 15

\*One of the summer meeting dates is likely to be cancelled.



Feb
x
x
x
x
x
x
x
x
x
x x x
x