Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS
SECRETARY

October 1, 2009

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, S.E.
Washington, DC 20590

The Honorable Joseph Szabo
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave., S.E.
Washington DC 20590

Subject: Track 2 Application for Amtrak/Florida East Coast Service

Dear Secretary LaHood & Administrator Szabo:

I am pleased to offer this letter and the subject Application as a major opportunity to re-establish intercity passenger rail service from New York to Florida's east coast communities with the objective of additional services in the corridor between Jacksonville and Miami, Florida.

This $268 million project provides improvements to the Florida East Coast Railway (FEC) to allow 90 mph operations, builds Amtrak stations in eight east coast cities, constructs a connection between FEC and the South Florida Rail Corridor at West Palm Beach, makes improvements to the Miami Intermodal Center to accommodate Amtrak services and funds acquisition of necessary rolling stock. It is supported by every local government along the corridor, including the eight communities who have committed to maintaining the new stations. (A total of over 100 resolutions and letters of support are included in this application.)

The Florida Department of Transportation worked in partnership with Amtrak and Florida East Coast Railway in developing the information included in this application. Each of these partners is an active supporter of the proposed service changes.

Additionally, this project is a key link in implementing the Florida Rail System Plan and the Florida Intercity Passenger Rail Vision Plan and is something all of the partners have been working toward since 2001.

We are very excited about this service and future corridor service on this route. It will have a tremendous positive impact on mobility for our growing resident and visitor population, as well as on Florida's economy.

Thank you for your consideration. I look forward to working with you on this important project.

Sincerely,

Stephanie C. Kopelousos
Secretary

Corridor Service Name: Florida East Coast Amtrak Service *Date of Submission:* 10/2/09 *Version Number:*

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2-Corridor Programs: Corridor Service Overview

Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

Definition: For purposes of Track 2, a "corridor program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed. Reg. 29904, footnote 4).* **A corridor program must have independent utility and measurable public benefits.**

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same "route or corridor name" that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.

A.Point of Contact and Overview Information

(1) Corridor Service Point of Contact (POC) Name: **Fred Wise**		**POC Title:** **State Rail Manager**		
Street Address: 605 Suwannee Street, MS 25	**City:** **Tallahassee**	**State:** **FL**	**Zip Code:** **32399-0450**	**Telephone Number:** **850-414-4550**
Email: fred.wise@dot.state.fl.us		**Fax: 850-414-4508**		
(2) Name of all States and organizations that are part of this corridor service: Florida, Amtrak				

<u>Master List of Related Applications</u>: Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

Row No.	Corridor Program or Project Name	Applicant	Description	Application Track						Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)		Funding Info
				1a	1b	2	3	4	**If a "project":** Is this project also included in a "corridor program"? If yes, indicate program's **row number**	Total Cost	Amount Applied For	
1	Florida East Coast Amtrak Service	FDOT	Restoring Intercity Passenger Rail and developing Corridor Service along Florida's East Coast	☐	☐	☒	☐	☐	No	$535.7M	$268M	Currently requesting
2	Florida East Coast Amtrak Service	FDOT	Developing Corridor Service along Florida's East Coast	☐	☐	☐	☐	☐	Yes, Row 1	$193.2M	$0	Will Request Fundin
3	Miami Intermodal Center	FDOT	An Intermodal Transportation Hub	☐	☐	☒	☐	☐	Yes, Row 1	$96.5M	$22M	Currently requesting
4				☐	☐	☐	☐	☐				Already submitted ur
5				☐	☐	☐	☐	☐				Already submitted ur
6				☐	☐	☐	☐	☐				Already submitted ur
7				☐	☐	☐	☐	☐				Already submitted ur
9				☐	☐	☐	☐	☐				Already submitted ur
10				☐	☐	☐	☐	☐				Already submitted ur
11				☐	☐	☐	☐	☐				Already submitted ur
12				☐	☐	☐	☐	☐				Already submitted ur
13				☐	☐	☐	☐	☐				Already submitted ur
A.	**Total Costs for Corridor Programs and projects listed above (Unadjusted):**									$825.4M	$290M	N/A
B.	**Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) <u>and</u> that are included in a Corridor Program above:**									$289.7	$22M	N/A
C.	**To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):**									$535.7M	$268M	N/A

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

Corridor Service Name: Florida East Coast Amtrak Service *Date of Submission:* 10/2/09 *Version Number:*

B. Corridor Service Narrative

(1) Corridor Service Name: Florida East Coast Amtrak Service

(2) Corridor Service Narrative. *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

LOCATION: The proposed Corridor Service consists of restoring intercity passenger rail service along 350 miles of Florida's east coast between Jacksonville and Miami via the existing Florida East Coast Railway (FEC), resconstructing a connector track (crossover) to the existing South Florida Rail Corridor (SFRC) in either West Palm Beach via the Northwood cross-over or Miami via the Little River (71st Street) crossover, and a small portion of the existing SFRC in and around Miami (Map 1).

The northern terminus for the Florida East Coast intercity passenger service is the existing Jacksonville Amtrak station located at 350 Clifford Lane, with an ultimate terminus at the future Jacksonville Regional Transportation Center (JRTC) in development by others. The southern terminus will be at the Miami Central Station (MCS), a part of the Miami Intermodal Center (MIC) project currently under construction and scheduled for completion by 2012.

Nine new stations between Jacksonville and Miami, FL are proposed. The locations were developed by FDOT in consultation with local government agencies, regional planning agencies, Amtrak, and the FEC. Eight new stations are proposed on the FEC at St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, and Stuart (Map 1). Two Amtrak station types are proposed: “small” and “medium”. Small stations will be unstaffed and consist of a platform, canopy, signage, lighting, and a semi-enclosed shelter. Medium stations will likely be staffed and include a platform, canopy, signage, lighting, and a small building with a waiting room, ticket office, and restrooms. The Phase 1 project will relocate Amtrak's Hialeah station operations to the MCS requiring platforms, track, canopies, head house, and vertical circulation. A TIGER grant has also been applied for this facility.

Paved parking may be provided at the eight proposed stations on the FEC. The number of parking spaces will vary by location. As the stations are in highly-urbanized areas, limited or no parking facilities may be provided at some locations. Patrons accessing these stations will use adjacent parking facilities to access the station, rideshare, and/or use an alternate public transportation mode to access the stations.

SERVICE OBJECTIVES: Passenger service along the FEC Railway between Jacksonville and Miami was discontinued in 1968. This project will lead directly to the reintroduction of new intercity passenger rail service for communities along Florida’s east coast between Jacksonville and Miami by way of Amtrak service. Specifically, new intercity passenger rail service will be provided to/from St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart.

As a corridor development program, a phased approached will be used to develop intercity passenger rail service and corridor service on the FEC Railway. The first phase will provide the infrastructure, stations/facilities and equipment (fleet) to extend Amtrak service south on the FEC Railway from Jacksonville to Miami International Airport by October 2012. The second phase will introduce higher speed corridor service between Jacksonville and Miami and include the extension of the northern terminus into the proposed JRTC. The third phase will expand the corridor service to include Jacksonville-Cocoa and Miami-Cocoa services.

The proposed service plan consists of splitting Amtrak's current Silver Meteor and Silver Star Service in Jacksonville. Currently, the state of Florida is served by two Amtrak AutoTrains (one northbound and one southbound) which provide service between Lorton, VA and Sanford, FL and four Amtrak Intercity Service trains (two northbound and two southbound) which provide service between New York and Miami. These trains enter the state via CSXT's A-Line and continue to Tampa/Miami via CSXT's A-Line through Orlando to CSXT's S-Line to Miami (Map 2). The proposed service plan consists of splitting both the Star and Meteor daily and re-routing via the FEC in phase 1, with approximately three daily round trip corridor trains that will operate only between Jacksonville and Miami in subsequent phases. Phase 1 may be implemented in two sub-phases depending on equipment procurement requirements. The total trip time between Jacksonville and Miami is estimated at 6:03-6:22 inclusive of the thirteen station stops.

Based on a service development plan that will be jointly developed by FDOT, Amtrak, and FEC Railway, the project will use the existing rail lines and right-of-way, to the extent possible, and provide improvements needed to operate the passenger service trains at 90 mph and continue FEC Railway's freight service on the corridor. The proposed improvements include:

- Eight new stations between Jacksonville and Miami
- New track sidings (2500-ft) at the new stations
- Relocating the Amtrak Hialeah station services to the MIC
- Track Signal Control
- 29 curve miles of surface track work of existing rail line for increased speed (90 mph, approximately 83% of the corridor)
- Upgrades at existing highway and pedestrian crossings
- Rebuilt railroad crossings at sidings only
- Northwood Crossover track realignment

The implementation of this service will be a significant step forward in promoting an alternative mode of travel to the automobile for intercity travel between communities along Florida's east coast.

The proposed intercity passenger rail service along Florida's east coast between Jacksonville and Miami on the FEC Railway will vastly expand intermodal connection opportunities. Intermodal connections are planned to airports, seaport cruise terminals, existing and planned commuter rail, local transit, trolley and bus service, intercity bus terminals, and private taxi and shuttle services. The future northern terminus in Jacksonville at the JRTC will provide a connection to the Jacksonville Transportation Authority (JTA) bus terminal, the JTA Skyway people mover station (Automated Skyway Express), bus rapid transit stations, a Greyhound bus terminal, two park-and-ride facilities/parking garages, and a potential future commuter rail station.

In St. Augustine, connections will be provided to St. Augustine/St. Johns County Airport, car rentals at the airport, Sunshine Bus service, Old Town Trolley and future commuter rail. In Daytona Beach, intermodal connections are available to regional Votran bus service and a Greyhound bus terminal. In Titusville, intermodal connections are available to the Space Center Executive Airport, car rental at the airport, local bus service run by Space Coast Area Transit (SCAT), and private shuttle service to nearby the cruise terminal at Port Canaveral. In Cocoa, intermodal connections are available to the SCAT local bus service and private shuttle service to Port Canaveral. In Melbourne, intermodal connections are available to the Melbourne Airport, car rental facility and Greyhound at the airport, private shuttle service to Port Canaveral, and regional bus service provided by SCAT. In Vero Beach, intermodal connections are available to Indian River County's public transit service GoLine. In Fort Pierce, intermodal connections are available to Treasure Coast Connector bus service run by Community Transit. In Stuart, intermodal connections are available to the Stuart Shuttle run by Community Coach, and the Treasure Coast Connector bus service run by Community Transit.

The southern terminus will be the MCS at the MIC which will provide connections to Miami International Airport (MIA) via the MIA Mover, an automated people mover system linking Miami via the Metrorail urban rail system, car rentals, parking, MetroBus local service, and to existing and future Tri-Rail service (commuter rail system).

CORRIDOR PROGRAM: The potential for high-speed intercity passenger rail service to address Florida's mobility needs has a long history. The connection between the Jacksonville and Miami markets has been included within the State of Florida's "Intercity Passenger Rail Vision Plan" for decades, the most current being the August 2006 (attached in Optional Documents).The plan found that the intercity travel market will grow from slightly over 100 million trips in 2006 to nearly 200 million trips by 2020, and 320 million trips by 2040. This increase will add pressure to existing transportation facilities and call for the development of substantial new infrastructure to meet the demand. The Vision Plan proposed four phases of improvements for intercity passenger service throughout the state of Florida. Phases 1 and 2 will be implemented within the first five years of the program, and Phases 3 and 4

during the subsequent 15 years. Direct service from Jacksonville to Miami via the FEC Railway was programmed as a part of Phases 1 and 3 of the plan.

In June 2009, FDOT released the 2009 Florida Rail System Plan: Policy Element (attached in Optional Documents). This plan called for development of intercity passenger rail corridor service between commuter rail hubs in the key city pairs of:

- Orlando and Tampa
- Jacksonville and Miami
- Miami and Orlando/Tampa mid-point
- Miami and Orlando/Jacksonville mid-point

The proposed FEC Amtrak Service Project has been developed in response to this policy plan by seeking to meet the objective of providing intercity passenger rail service between Jacksonville and Miami. The project ties into the overall Florida Vision Plan by developing this service in concert with a number of other passenger rail initiatives (Map 3). These other rail initiatives include enhanced corridor service between Jacksonville and Orlando, High Speed Rail between Orlando and Tampa and between Orlando and Miami, and collector/distributor systems between the longer Intercity passenger rail systems in Tampa, Orlando, Jacksonville, and Miami.

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10/02/09 *Version Number:*

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2–Corridor Programs: Application Form

Welcome to the Application Form for Track 2–Corridor Programs of the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) Program.

This form will provide information on a cohesive set of projects—representing a phase, geographic segment, or other logical grouping—that furthers a particular corridor service.

Definition: For purposes of this application, a "Corridor Program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed, Reg. 29904, footnote 4).* **A Corridor Program must have independent utility and measurable public benefits.**

In addition to this application form and required supporting materials, applicants are required to submit a Corridor Service Overview.

An applicant may choose to represent its vision for the entire, fully-developed corridor service in one application or in multiple applications, provided that the set of improvements contained in each application submitted has independent utility and measurable public benefits. The same Service Development Plan may be submitted for multiple Track 2 Applications. Each Track 2 application will be evaluated independently with respect to related applications. Furthermore, FRA will make its evaluations and selections for Track 2 funding based on an entire application rather than on its component projects considered individually.

We appreciate your interest in the HSIPR Program and look forward to reviewing your entire application. If you have questions about the HSIPR program or the Application Form and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Track 2 Application Form:

- Please complete the HSIPR Application electronically. See Section G of this document for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Consisting of less than 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program's focus (e.g., HI-Fast Corridor-Main Stem).
- Section B, Question 10 requires a distinct name for each project under this Corridor Program. Please the following the naming convention: (1) the State abbreviation; (2) the route or

corridor name that forms part of the Corridor Program name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor-Wide River Bridge). For projects previously submitted under another application, please use the **same name** previously used on the project application.

- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Track 2 Corridor Program, please indicate "N/A."
- Narrative questions should be answered within the limitations indicated.
- Applicants must up load this completed and all other application materials to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10/02/09 *Version Number:*

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: **Fred Wise**		**POC Title:** **State Rail Manager**		
Applicant State Agency or Organization Name: **Florida Department of Transportation**				
Street Address: 605 Suwannee Street, MS 25	**City:** **Tallahassee**	**State:** **FL**	**Zip Code:** **32399-0450**	**Telephone Number:** **850-414-4550**
Email: fred.wise@dot.state.fl.us		**Fax: 850-414-4508**		

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10/02/09 *Version Number:*

B. Corridor Program Summary

(1) Corridor Program Name: Florida East Coast Amtrak Service

(2) What are the anticipated start and end dates for the Corridor Program? *(mm/yyyy)*
Start Date: 01/2010 **End Date:** 10/2012

(3) Total Cost of the Corridor Program: (Year of Expenditure (YOE) Dollars*) $ 535.4 million

Of the total cost above,, how much would come from the FRA HSIPR Program: (YOE Dollars**) $ 268 million

Indicate percentage of total cost to be covered by <u>matching funds</u>: 0(See Section E3B) %

Please indicate the source(s) for matching funds: See Section E3B

***** Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.
** This is the amount for which the Applicant is applying.

(4) Corridor Program Narrative. *Please limit response to 12,000 characters.*

Describe the main features and characteristics of the Corridor Program, including a description of:

- The location(s) of the Corridor Program's component projects including name of rail line(s), State(s), and relevant jurisdiction(s) (include a map in supporting documentation).
- How this Corridor Program fits into the service development plan including long-range system expansions and full realization of service benefits.
- Substantive activities of the Corridor Program (e.g., specific improvements intended).
- Service(s) that would benefit from the Corridor Program, the stations that would be served, and the State(s) where the service operates.
- Anticipated service design of the corridor or route with specific attention to any important changes that the Corridor Program would bring to the fleet plan, schedules, classes of service, fare policies, service quality standards, train and station amenities, etc.
- How the Corridor Program was identified through a planning process and how the Corridor Program is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service, such as State rail plans or plans of local/regional MPOs.
- How the Corridor Program will fulfill a specific purpose and need in a cost-effective manner.
- The Corridor Program's independent utility.
- Any use of new or innovative technologies.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the Corridor Program.
- Any PE/NEPA activities to be undertaken as part of the Corridor Program, including but not limited to: design studies and resulting program documents, the approach to agency and public involvement, permitting actions, and other key activities and objectives of this PE/NEPA work.

LOCATION: The Florida East Coast (FEC) Amtrak Service Program consists of restoring intercity passenger rail service along nearly 350 miles of Florida's east coast between Jacksonville and Miami via the existing FEC Railway, and rebuilding the connector track (crossover) to the existing South Florida Rail Corridor (SFRC) (Map 1). The northern terminus will be the existing Jacksonville Amtrak station, with an ultimate terminus at the future Jacksonville Regional Transportation Center (JRTC) in development by others.

The southern terminus will be at the Miami Central Station (MCS) at the Miami Intermodal Center (MIC) project. The corridor traverses 11 counties along Florida's east coast: Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward, and Miami-Dade.

SERVICE PLAN: The proposed service plan will initially consist of two southbound and two northbound trains per day, with a total trip time between Jacksonville and Miami estimated at 6:03-6:22. The FEC Amtrak Service Program will use a phased approach to developing intercity passenger rail and corridor service along the FEC Railway. The first phase will provide the infrastructure, stations/facilities, and equipment (fleet) to extend Amtrak service from Jacksonville to Miami by October 2012, including constructing new stations. Ensuing phases will expand passenger rail corridor service between Jacksonville and Miami.

Currently, the state of Florida is served by two Amtrak Auto Trains which provide service between Lorton, VA and Sanford, FL and four Amtrak Intercity Service trains (two northbound and two southbound) which provide service between New York and Miami. The proposed Amtrak service will split the Silver Star and/or Meteor at Jacksonville. The proposed service plan will re-route the Star and Meteor daily via the FEC, with three daily round trip corridor trains that would operate only between Jacksonville and Miami in subsequent phases. Phase 1 may be implemented in two sub-phases depending on equipment procurement requirements.

ACTIVITIES: Based on a service development plan being jointly developed by FDOT, Amtrak, and FEC Railway, the project will use the existing rail infrastructure and right-of-way, to the extent possible, and provide improvements needed to operate the passenger service trains at 90 mph. The proposed improvements include eight new stations on the FEC, new track sidings (2500-ft each) at these stations, relocating the Hialeah Amtrak station to the MCS, track signal control, 29 curve-miles of surface track work, upgrades at existing highway and pedestrian crossings, rebuilt grade crossings at sidings only, and crossover track improvements at either Northwood or 71st Street (Attachment F). The MCS Amtrak station is a part of both this application and a TIGER grant application.

BENEFITING SERVICES: The implementation of the proposed intercity passenger rail service will vastly expand intermodal connection opportunities. In addition to the existing Jacksonville Amtrak Station, the service program will serve new stations at eight cities along the east coast: St. Augustine, Daytona, Cocoa, Titusville, Melbourne, Vero Beach, Fort Pierce, and Stuart. Intermodal connections are planned to airports, seaport cruise terminals, existing and planned commuter rail, local transit, trolley and bus service, intercity bus terminals, and private taxi and shuttle services at these stations/cities. The Amtrak station at the MCS connects directly to Miami International Airport, commuter and urban rail systems, and the state's largest local bus system.

SERVICE DESIGN: Amtrak currently operates two intercity passenger trains between New York and Miami, Numbers 91/92 – the Silver Star, and 97/98 – the Silver Meteor. The service design will operate these trains in two sections each south of Jacksonville. One section of each train will continue to use its existing route and schedule via central Florida (Map 2); the other section will use the proposed route via the FEC Railway.

Additional rolling stock is needed to support the proposed service via the FEC, both to accommodate growth anticipated from expansion of service to new cities, and to provide the necessary types of cars for both portions of a train when it is divided or split in Jacksonville; the Silver Star and Silver Meteor typically consist of a combination of baggage, dining, sleeping and coach cars. Currently offered First Class and Coach Class services will be operated on both the inland and coastal routes, consistent with Amtrak's current service quality standards for long distance trains. Train amenities include full dining service, first class sleeping accommodations, and checked baggage service. Station amenities will vary by location, but will be consistent with Amtrak's adopted station standards. Fare structure for the new service has not yet been determined, but will likely be consistent with the existing Amtrak fares in Florida.

PLANNING PROCESS: The potential for high-speed intercity passenger rail service to address Florida's mobility needs has a long history. The connection between the Jacksonville and Miami markets has been included within the State of Florida's "Intercity Passenger Rail Vision Plan" for decades, the most current being the August 2006 (attached in Original Documents).The plan found that the intercity travel market will grow from slightly over 100 million trips in 2006 to nearly 200 million trips by 2020, and 320 million trips by 2040. This increase will add pressure to existing transportation facilities and call for the development of substantial new infrastructure to meet the demand. The Vision Plan proposed four phases of improvements for Intercity passenger service throughout the state of Florida. Phases 1 and 2 will be implemented within the first five years of the program, and Phases 3 and 4 during the subsequent 15 years. Direct service from Jacksonville to Miami via the FEC Railway was programmed as a part of Phases 1 and 3 of the plan.

The proposed FEC Amtrak Service Project has been developed in response to this policy plan by seeking to meet the objective of providing intercity passenger rail service between Jacksonville and Miami. The project ties into the overall Florida Vision Plan by developing this service in concert with a number of other passenger rail initiatives (Map 3). These other rail initiatives include enhanced corridor service between Jacksonville and Orlando, High Speed Rail between Orlando and Tampa and between Orlando and Miami, and collector/distributor systems between the longer Intercity passenger rail systems in Tampa, Orlando, Jacksonville, and Miami.

PURPOSE AND NEED and COST EFFECTIVENESS: The purpose of the project is to restore long distance passenger rail service along the Florida's east coast and thereby enhance intercity transportation connectivity, mobility and economic development associated with the long distance intercity trains between New York and Miami and the future corridor service trains between Jacksonville and Miami.

Connectivity – Florida's east coast between Jacksonville and Miami is densely populated with several major population centers. There is no passenger rail service along Florida's east coast to serve intercity travel needs between these communities. In addition, some of the communities have limited or no scheduled airplane or bus service. Passenger rail in the FEC corridor will provide an attractive

alternative to automobile travel on a congested Interstate 95 (I-95), and a public transportation service to persons who do not drive.

Mobility – Traffic congestion on I-95 and US-1will worsen as Florida grows. The urban and interregional highway facilities in the project corridor are currently heavily congested and are expected to be so even after planned capacity improvements are implemented. I-95 and US-1 are parallel north-south corridors that are currently congested, particularly during peak hours. Providing this alternate mode of transportation will help limit increased traffic in this area and promote multi-modal travel along the east coast. A growing travel market is associated with baby-boomers and retirees who are selecting Florida's east coast communities for second homes. Restored intercity rail service will facilitate this travel.

Economic Development – This project will put Floridians back to work (Florida has a 10.3% unemployment rate) by providing over 2100 direct and secondary jobs. Project stations will contribute to the redevelopment of the eight east coast communities.

INDEPENDENT UTILITY: Restoring intercity passenger rail service to FEC does not depend on the construction of any rail systems. The FEC Amtrak Service has independent utility as stated in Florida's Intercity Passenger Rail Vision Plan.

INNOVATIVE TECHNOLOGY: The project will use the same equipment that Amtrak is currently using for the Silver Meteor and Star service. Equipment for the future phases will examine the use of Tier Three engines, which provide significant environmental benefits over older locomotives. The existing signal system on the FEC is Automatic Train Control (ATC) includes cab signal with speed control. ATC prevents train collisions and trains are operated within specified speeds.

USE OF EXISTING ASSETS AND PUBLIC LANDS: Existing FEC Railway track, signals, and grade crossings will be upgraded to accommodate passenger train speeds of 90 miles per hour (mph) for the program service. Right-of-way acquisition will be required at the proposed crossover in either West Palm Beach or Miami and at some stations. Several local municipalities are amenable to locating a dual-use facility on public property. Twenty-nine miles of surface track work along the existing rail line will allow for 90 mph speeds. Approximately 83% of the corridor will accommodate 90 mph service. Amtrak station facilities will be added to the MCS that is under construction.

OTHER RAIL SERVICES: Other rail services to benefit from this program include the freight services of the FEC Railway and the passenger rail services of Tri-Rail. The project increases capacity along the corridor for freight service and facilitates the proposed extension of Tri-Rail to Jupiter, and Jacksonville to St. Augustine commuter rail.

PE/NEPA: A Programmatic Environmental Assessment (PEA) has been prepared since the impacts from the project (i.e., nominal additional trains to an existing freight corridor, stations in cities that are demanding intercity service, limited adverse impacts with opportunities for further avoidance and minimization) are unknown, but believed to be insignificant. This Service NEPA-level review analyzed each of the project components and determined the potential for significant adverse environmental impacts to be low. Consultation for environmental issues of historical and cultural resources, water resources, and land resources with the National Marine fisheries Service (NMFS), the State Historic Preservation Office (SHPO), the US Army Corp of Engineers (USACE), and the US Fish and Wildlife Service (USFWS) was done during the Service NEPA. The PEA proposes that Project NEPA include Categorical Exclusions for each of the eight stations plus the mainline corridor and an Environmental Assessment for the Northwood connection. Subsequent "Project NEPA" compliance would be completed for specific, individual components of the program and tiered against the Service NEPA addressing the entire program.

Public outreach to date has been extensive with over 100 resolutions and letters of support for the project being received from Governor Charlie Crist, local governments, MPO Boards, agencies, and state-wide organizations, including both public and private entities. Also, multiple station sites in each city were identified during interagency workshops.

(5) Describe the service objective(s) for this Corridor Program *(check all that apply):*

- ☒ Additional Service Frequencies
- ☐ Improved Service Quality
- ☐ Improved On-Time performance on Existing Route
- ☒ Reroute Existing Service
- ☐ Increased Average Speeds/Shorter Trip Times
- ☐ New Service on Existing IPR Route
- ☒ New Service on New Route
- ☐ Other *(Please Describe):*

(6) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the Corridor Program area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application*.

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of agreements to implement projects
Regional or Sho	Florida East Coast Railway	280.1	357.17	No Agreement, but Host Railroad Suppo
Class 1 Freight	Florida Department of Transportation (South Florida Rail Corridor)	65.33	130.66	Master Agreement in Place

Class 1 Freight				Master Agreement in Place

(7) Services. Provide information for all existing rail services within Corridor Program boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Boundaries		Number of Route Miles Within Boundaries	Average Number of Daily One-Way Train Operations within Boundaries[1]	Notes
		Passenger	Freight			
Freight	Florida East Coast Railway		60	280.1	21	
Freight	CSX Transportation		60	65.33	15	CSX operates on SFRC which is owned by FDOT
Commuter	Amtrak - Intercity and Tri-Rail Commuter	79		65.33	54	Tri-Rail operates on SFRC which is owned by FDOT. See Attachment F for information on Commuter And Intercity

(8) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the Corridor Program. *Please limit response to 2,000 characters.*

Rolling stock requirements were analyzed, based on the Amtrak timetables, including anticipated equipment rotations and the need for spare vehicles. Preliminary requirements are estimated to be 9 locomotives and 63 long distance and corridor cars for all phases of corridor development. Rolling stock is currently assumed to include all new equipment, but the fleet ultimately deployed on the FEC will likely include both new and rehabilitated equipment. At least three potential sources of equipment have been identified for the FEC Amtrak Service: a procurement of new long distance cars; Amtrak-led procurement of a fleet of next-generation corridor cars and associated locomotives; and refurbishment of existing Amtrak cars.

The new single-level equipment procurement is anticipated to include some 200 cars in a variety of configurations including baggage, coach, sleeper and dining; this procurement is the subject of a funding request separate from this application. The new corridor cars and associated locomotives are anticipated to be procured through the efforts of the Section 303 Equipment Committee, which was formed in response to Section 303 of the Passenger Rail Investment and Improvement Act of 2008 and which requires Amtrak to "establish a Next Generation Corridor Equipment Pool Committee to design, develop specifications for, and procure standardized next-generation corridor equipment." Amtrak's existing fleet includes approximately 70 cars previously stored unserviceable and now planned to be repaired for operation using funds to be obtained under a separate ARRA grant; some of these cars may be available to partially fulfill the corridor equipment requirements.

Because programs are already or soon to be set in motion for procurement and rehabilitation of rolling stock which will supply equipment for the FEC Amtrak Service; however, Phase 1 may be implemented in two sub-phases depending on equipment procurement requirements.

(9) Intercity Passenger Rail Operator. If applicable, provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) (e.g., Amtrak). If more than one operating partner is envisioned, please describe in Section F.

Name of Operating Partner: Amtrak

Status of Agreement: Preliminary executed agreement/MOU

[1] One round trip equals two one-way train operations.

(10) Master Project List. Please list all projects included in this Track 2 Corridor Program application in the table below. If available, include more detailed project costs for each project as a supporting form (see Section G below).

Project Name	Project Type	Project Description	Project Start Date (*mm/yyyy*)	Estimated Project Cost (Millions of YOE Dollars, One Decimal)		Was this Project included in a prior HSIPR application? Indicate track number(s).	Are more detailed project costs included in the Supporting Forms?
				Total Cost	Amount Applied For		
Florida East Coast Amtrak Service	PE/ NEPA	Restoring Intercity Rail Passenger	10/2010	$246Ml	$246M	No	Yes
Florida East Coast Amtrak Service	PE/ NEPA	Corridor Service between Jacksonville and Miami	10/2015	$193.2M	$0.00	No	No
Miami Intermodal Center	Final Design/C	An Intermodal Transportation Hub	08/2012	$96.5M	$22M	No	Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes

Note: In addition to **program** level supporting documentation, all applicable **project** level supporting documentation is required prior to award. If project level documentation is available now, you may submit it; however, if it is not provided in this application, this project may be considered as a part of a possible Letter of Intent but will not be considered for FD/Construction grant award until this documentation has been submitted.

In narrative form, please describe the sequencing of the projects listed in Question 10. Which activities must be pursued sequentially, which can be done at any time, and which can be done simultaneously? *Please limit response to 4,000 characters.*

The first phase of Florida East Coast Amtrak Service would consist of restoring intercity passenger service on the FEC Railway. To accommodate the passenger trains at 90 mph and continue FEC Railway's freight service, the construction of improvements is required. The proposed improvements include eight new stations, new track sidings (2,500-feet) at these stations, adding an Amtrak station to the MCS, track signal control, 29 miles of surface track work, upgrades at existing highway and pedestrian crossings, rebuilt railroad crossings at sidings only, and crossover track improvements at either Northwood or 71st Street. The improvements within the FEC right-of-way would be designed and constructed by FEC contractors in close coordination with FDOT and Amtrak. Design reviews would be performed with FDOT and Amtrak to ensure that improvements are accommodating passenger service. Design and construction of the stations and the acquisition of right-of-way required for the stations would be performed by FDOT in close coordination with Amtrak and FEC. FDOT would procure the services of a design firm, contractor, and construction inspector for the station improvements. Appropriate safety precautions for any station construction within FEC right-of-way will be performed by FDOT contractors in close coordination and supervision of FEC and FRA personnel. The improvements may need to be sequenced in that the sidings will need to be constructed prior to the platforms and improvements to grade crossings may need to occur prior to the platforms. Construction outside of the FEC right-of-way may occur at any time as long as the right-of-way is acquired for the stations. Equipment procurement is required for restoring intercity service. Amtrak will take the lead in procuring the equipment for the service, since Phase 1 is part of the national intercity system. Subsequent phase equipment needs will be procured by FDOT in coordination and consultation with Amtrak.

Phases 2 and 3 of the Florida East Coast Amtrak Service add corridor trains to the FEC right-of-way. The improvements constructed as part of Phase 1 were designed to accommodate the addition of corridor trains. The equipment and operation costs for the future phases are not a part of this grant application.

The Miami Intermodal Center (MIC) is an integrated program designed to relieve roadway congestion in the area surrounding Miami International Airport (MIA) and create a transportation hub, or Central Station (MCS), where all forms of transportation will be available to the public. Major MIC Program elements include:

- A consolidated Rental Car Facility (RCF);
- Area roadway improvements;
- The MIA Mover, an automated people mover system linking the MIC to the MIA terminal;
- The MIC Central Station, including a rail hub, parking, bus terminals, and the MIA Mover Station serving the MIC; and
- 8.5 acres of proposed on-site joint development, adjacent to and immediately east of the MCS site.

The rail component of the MCS includes accommodations for intercity rail (Amtrak), regional commuter rail (Tri-Rail), Miami-Dade County's Metrorail, and future high speed rail. The MCS is the last major element of the MIC Program to be completed. FDOT applied for a TIGER Discretionary Grant that would allow the MCS to be completed on an accelerated basis and coincident with all related major program elements now under construction. The total of the grant requested was $96.5 million. The total amount required to construct the rail components which include providing new platforms and related facilities (including parking), for the region's commuter rail and national intercity rail transportation systems is approximately $22 million. The $22 million is included in this grant application as well as the TIGER Discretionary Grant. If FDOT is awarded the TIGER Discretionary Grant, this grant request will be reduced by the appropriate amount. Attachment F contains a copy of the TIGER Grant.

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10/02/09 *Version Number:*

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance:

☒ State
☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States
☐ Interstate Compact
☐ Public Agency established by one or more States
☒ Amtrak in cooperation with a State or States

(2) Establish completion of all elements of a Service Development Plan. Note: One Service Development Plan may be referenced in multiple Track 2 Applications for the same corridor service.
Please provide information on the status of the below Service and Implementation Planning Activities:

	Select One of the Following:			**Provide Dates for all activities:**	
	No study exists	Study Initiated	Study Completed	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Service Planning Activities/Documents					
Purpose & Need/Rationale	☐	☐	☒	06/2009	10/2009
Service/Operating Plan	☐	☐	☒	06/2009	10/2009
Prioritized Capital Plan	☐	☐	☒	06/2009	10/2009
Ridership/Revenue Forecast	☐	☐	☒	06/2009	10/2009
Operating Cost Forecast	☐	☐	☒	06/2009	10/2009
Assessment of Benefits	☐	☐	☒	06/2009	10/2009
Implementation Planning Activities/Documents					
Program Management Plan	☐	☐	☒	08/2009	10/2009
Financial Plan (capital & operating – sources/uses)	☐	☐	☒	08/2009	10/2009
Assessment of Risks	☐	☒	☐	08/2009	12/2010

(3) Establish Completion of Service NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Note to applicants: Prior to obligation of funds for FD/Construction activities under Track 2, all project specific documents will be required (e.g. Project NEPA, Financial Plan, and Project Management Plan).

Documentation	Date *(mm/yyyy)*	Describe How Documentation Can be Verified
Tier 1 NEPA EA	09/2009	Uploaded to grantsolutions and www.sfeccstudy.com/FDOT/Amtrak.html
Tier 1 NEPA EA		
Tier 1 NEPA EA		

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available)

Documentation	Date *(mm/yyyy)*	Hyperlink *(if available)*
Finding of No Significant Impact		
Finding of No Significant Impact		
Finding of No Significant Impact		

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10 02 09 *Version Number:*

D.Public Return on Investment

(1) 1A. Transportation Benefits. *See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters.*

How is the Corridor Program anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following *(please provide a level of detail appropriate to the type of investment):*

- Introduction of new IPR service: Will the Corridor Program lead directly to the introduction of a new IPR service that is not comparable to the existing service (if any) on the corridor in question? Describe the new service and what would make it a significant step forward in intercity transportation.
- IPR network development: Describe projected, planned, and potential improvements and/or expansions of the IPR network that may result from the Corridor Program, including but not limited to: better intermodal connections and access to stations; opportunities for interoperability with other services; standardization of operations, equipment, and signaling; and the use of innovative technologies.
- IPR service performance improvements *(also provide specific metrics in table 1B below)*: Please describe service performance improvements directly related to the Corridor Program, as well as a comparison with any existing comparable service. Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, e.g., expressed in passenger-minutes), and other relevant performance improvements.
- Suggested supplementary information (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the Corridor Program, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to IPR service.
  - Cross-modal benefits from the Corridor Program, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Describe any expected aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Also, describe any planned investments in other modes of transportation (and their estimated costs if available) that may be avoided or delayed due to the improvement to IPR service that will result from the Corridor Program.

SERVICE: The proposed Corridor Service will lead directly to the reintroduction of new intercity passenger rail service for communities along Florida's east coast between Jacksonville and Miami by way of Amtrak service. Specifically new intercity passenger rail service will be provided to/from: St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart.

NETWORK DEVELOPMENT: Implementation of the proposed intercity passenger rail service will vastly expand intermodal connection opportunities. Intermodal connections are planned to airports, passenger terminals at seaports, existing and planned commuter rail, local transit, trolley and bus service, intercity bus terminals, and private taxi and shuttle services. The ultimate northern terminus in Jacksonville is planned to be at the JRTC which will provide a connection to the JTA bus terminal, a JTA Skyway people mover station, bus rapid transit stations, a Greyhound bus terminal, two park-and-ride facilities, and a potential future commuter rail station.

In St. Augustine, connections will be provided to St. Augustine/St. Johns County Airport, a car rental facility at the airport, Sunshine Bus service, Old Town Trolley and future commuter rail. In Daytona Beach, intermodal connections are available to regional Votran bus service and a Greyhound bus terminal. In Titusville, intermodal connections are available to the Space Center Executive Airport (SCAT), car rental at the airport, local bus service run by Space Coast Area Transit, and private shuttle service to nearby Port Canaveral. In Cocoa, intermodal connections are available to local bus service run by SCAT and private shuttle service to Port Canaveral. In Melbourne, intermodal connections are available to the Melbourne Airport, private shuttle service to Port Canaveral, and regional bus service provided by SCAT. In Vero Beach, intermodal connections are available to Indian River County's GoLine bus service. In Fort Pierce, intermodal connections are available to Treasure Coast Connector bus service. In Stuart, intermodal connections are available to the Stuart Shuttle and the Treasure Coast Connector bus service.

The southern terminus will be the MCS at the MIC which will provide connections to MIA via the MIA Mover, an automated people mover system, Miami's Metrorail urban rapid rail system, a rental car facility, parking, local bus terminal for MetroBus, and a commuter rail station for existing and future Tri-Rail service.

PERFORMANCE IMPROVEMENTS: No Intercity Passenger service currently exists on the FEC. The project will provide access to Florida's east coast attractions, vacation homes, and business opportunities for Northeast, Mid-Atlantic, and Southeast rail passengers. Today, the state of Florida is served by two Amtrak Auto Trains which provide service between Lorton, VA and Sanford, FL and four Amtrak Intercity Service trains (two northbound and two southbound) between New York and Miami. These trains enter the state via CSXT's A-Line and continue to Miami via CSXT's A-Line through Orlando to CSXT's S-Line to Miami (Map 2). The proposed plan will be to split the southbound Silver Meteor and Silver Star trains in Jacksonville. Two southbound trains per day will continue to utilize CSXT's A-Line through Orlando to Miami with the return trip to Jacksonville via the A-Line. The new service will entail restored Intercity passenger train service via the FEC Railway. Three versions of the proposed Amtrak service are being considered which splits the Silver Star and/or Meteor at Jacksonville. Future phases will include corridor service along the FEC between Jacksonville and Miami. Improvements to the FEC infrastructure will include upgrades to the track structure and wayside signaling systems, new track structure, and grade crossing improvements. These improvements will enable passenger trains to achieve 90 mph throughout a significant portion of the FEC corridor resulting in better on-time performance and travel time savings. Travel time savings have been modeled at approximately 70 minutes with the proposed project improvements.

SAFETY: Wayside Signal System - The existing wayside signal system on the FEC corridor is primarily Automatic Train Control (ATC) which is defined as cab signal with speed control. ATC is in service on FEC from Sunbeam, MP 9.8 just south of Bowden Yard, to North Miami, MP 359. ATC will ensure that train to train collisions will be prevented and that locomotive engineers will operate within the specified speed parameters as designed.

Highway & Pedestrian Grade Crossings - There are in excess of 300 highway-rail grade crossings within the FEC corridor between Jacksonville and West Palm Beach. As part of this project FEC will install additional constant warning time devices where passenger train speed upgrades will cause a differential between freight and passenger train speeds. This will ensure that the public can expect crossing warning devices to give the same warning time to both freight and passenger trains irrespective of train speed. Grade crossing work will include the relocation/reuse of existing equipment, where possible, in lieu of total replacement. Upgrades to the crossing warning systems include new signal houses and crossing warning devices, as well as the relocation of existing warning devices and the wiring of new equipment into existing houses.

Traffic Signals - Pre-emption circuits will be added or maintained. This will ensure that highway traffic signals and highway grade crossing warning devices are communicating and giving adequate warning to the motoring public.

CROSS-MODAL BENEFITS: Providing Intercity Rail Passenger Service along the FEC will generate a multitude of cross-modal benefits. Opportunities for interconnectivity exist between the proposed Intercity Rail Service along FEC with the existing commuter rail (Tri-Rail) and heavy rail (MetroRail) services in Miami, the proposed expanded Tri-Rail commuter rail service, and the proposed commuter rail service by the JTA in Jacksonville.

The project will improve railroad operations along the FEC Railway for freight and passenger rail traffic. The improved track, signal work and grade crossing upgrades will benefit rail freight travelling on the FEC railway.

The proximity of the FEC to I-95 will provide a passenger rail mobility option for motorists travelling along the congested east coast of Florida. I-95 runs along the entire east coast of Florida and is located within 5-miles of the FEC corridor for the length of the state. The project will divert some automobile traffic from the state and regional highway system resulting in nominal reduction in traffic volumes and accidents on the roads and highways connecting the communities along Florida's east coast.

More than 30 percent of the state's airports are projected to be operating at more than 80 percent of capacity, the point at which additional capacity should be under construction. The project will provide an alternative mode choice to air travel and will assist in easing capacity constraints at airports.

Substantial additional capacity is needed to assist seaports in meeting expected growth in freight and cruise activity. The project will play a substantial role is assisting seaports in meeting growth related to cruise activity. The proposed stations in Titusville and Cocoa are in close proximity to Port Canaveral, a major passenger cruise port. The passenger rail service along with the proposed stations will offer connections to other modes such as local transit, private shuttle and rental car service to allow for smooth intermodal connections for cruise passengers to/from Port Canaveral. Planned improvements along the line that will benefit rail traffic will assist the FEC railway in better meeting expected growth in freight activities at nearby seaports in Jacksonville, Fort Pierce, Port Canaveral, Everglades, Palm Beach and Miami.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated levels of transportation benefits and ridership that are projected to occur in the corridor service or route, following completion of the proposed Corridor Program.

Note: The "Actual—FY 2008 levels" only apply to rail services that currently exist. If no comparable rail service exists, leave column blank.

Corridor Program Metric	Actual – FY 2008 levels	Projected Totals by Year		
		First full year of operation	Fifth full year of operation	Tenth full year of operation
Annual passenger-trips	689,600	865,600	894,900	910,900
Annual passenger-miles (millions)	390,160,000	471,870,000	475,020,000	476,600,000
Annual IPR seat-miles offered (millions)	206,268,450	224,600,310	312,498,880	488,296,020
Average number of daily round trip train operations (typical weekday)	2	2	3	4
On-time performance (OTP)[2]– percent of trains on time at endpoint terminals	85%	85%	approx 90%	approx 90%
Average train operating delays: minutes of en-route delays per 10,000 train-miles[3]	2731	3303	3325	3336
Top passenger train operating speed (mph)	79	90	90	90
Average scheduled operating speed (mph) (between endpoint terminals)	47	55-58	55-58	55-58

[2] 'On-time' is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

[3] As calculated by Amtrak according to its existing procedures and definitions. Useful background (but not the exact measure cited on a route-by-route basis) can be found at pages E-1 through E-6 of Amtrak's May 2009 Monthly Performance Report at http://www.amtrak.com/pdf/0905monthly.pdf

(2) A. Economic Recovery Benefits: *Please limit response to 6,000 characters. For more information, see Section 5.1.1.2of the HSIPR Guidance.*

Describe the contribution the Corridor Program is intended to make towards economic recovery and reinvestment, including information on the following:

- How the Corridor Program will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the Corridor Program will affect job creation (consider the construction period and operating period).
- How the Corridor Program will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period and operating period).
- How the Corridor Program will result in increases in efficiency by promoting technological advances.
- How the Corridor Program represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the Corridor Program was identified as a solution to a wider economic challenge).
- If applicable, how the Corridor Program will help to avoid reductions in State-provided essential services.

JOB CREATION: Economic Recovery Benefits were estimated assuming a capital cost of $141 million. The capital costs for the project are $268 million, so the recovery benefits will be higher than reported herein. The amount of funding that represents new resources for the region is equal to the total of all capital expenditures expected to impact the local economy. This means that every dollar of new resources is expected yield an impact. Applying the RIMS II Multipliers to the amount of new funding that will be used for project implementation provides estimates of the earnings and employment impacts generated by the FEC Rail Corridor program by region. For Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, and Palm Beach counties the effect of implementation of the FEC Rail Corridor program will result in over $49 million in earnings, and 1,353 person-year jobs (FTE). Within the rest of the state of Florida, implementation of the FEC rail program will result in 550 new person-year jobs (FTE).

Project operations and maintenance represents significant recurring expenditures in the local economies of Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, and Palm Beach counties. Operations and maintenance expenditures for the first and fifth year are estimated at $23 million. This spending will increase the employment, earnings and output for the duration of FEC Rail Corridor operations. For Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, and Palm Beach counties, the FEC rail service will result in almost $10 million in earnings, and 201 FTE jobs. Of the 201 jobs created in the nine counties, 146 are direct employment that creates a stimulus effect of an additional 55 jobs. All employment is measured on a full time equivalent (FTE) basis. By contrast the Florida rest-of-state adds 24 jobs as measured by FTE. These impacts are for both the first and fifth year of operations as service levels are currently assumed to be same for the five year time period.

The analysis indicates that implementing and operating the FEC Amtrak Service creates a substantial number of indirect jobs. These indirect jobs are created from the spending of those employed as a result of the project. The indirect jobs include retail and wholesale trade, FIRE, services, health care, etc. Direct employment creates 1079 indirect jobs (1.03 indirect jobs for every 1.0 direct job), implying the project provides substantial economic stimulus to the nine county region and the state of Florida.

PRESERVE JOBS: With the exception of St. Johns County, the other eight counties exceed the unemployment rate for the U.S. In some counties the unemployment is almost 50 percent higher than the national average. The direct effect from construction activities will add jobs for the construction industry and suppliers. The spending created from these direct jobs will create employment opportunities across all occupation categories. Similarly the recurring employment from rail operations will create spending opportunities that create indirect employment across the occupational spectrum.

ADVANCES: The 350 mile FEC Rail Corridor program will provide the opportunity not only to move people more efficiently, but also will enhance development opportunities at and beyond station areas as well as strengthen existing communities. See Attachment F for attractions along the FEC. The rail service will encourage increased visitation along the corridor for tourism, business, to second homes, visits to family and friends, sporting events and personal business activities in the nine-county service area. The technological advances associated with passenger rail with later upgrade to high-speed rail promote efficiencies through the following benefits:

- Travel time savings (users and non-users)

- Transportation costs savings (freeing/preserving road capacity)
- More efficient land use
- Amenity value to residents and business

LONG TERM BENEFITS: With implementation of the FEC rail program, appropriate land use policies and resumed economic growth, the total value of commercial and residential development could reach $419 billion in 2021. This compares to a total parcel value baseline (no-build) forecast of $417 billion in 2021. The future development associated with implementation of the FEC Rail Corridor program could contribute up to $141 million in household earnings and 3,753 person-year jobs to the study area in 2012. This grows to a cumulative $1,691 million in household earnings and 44,994 person-year jobs by the tenth year of operations in 2021. With the addition of new office and retail space to the existing parcels in study area, the rail service could attract up to 331 permanent jobs in Duval, St Johns, Flagler, Volusia, Brevard, St. Lucie, Indian River, Martin, and Palm Beach counties in 2012 increasing to 3,322 by 2021. In addition, these new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development's permanent economic impacts could include up to $259 million in annual earnings to the counties served by the FEC Rail Corridor program and up to 6,334 permanent jobs by 2021.

ESSENTIAL SERVICES: The FEC rail program generates substantial gains in jobs and earnings and in so doing expands consumer spending in the nine-counties and the state of Florida. The total sales tax revenues that accrue to the state from project initiation through ten years of operations are estimated to exceed $300 million. These revenues attributable to the FEC rail program will help to avoid reductions in State-provided essential services. At a smaller scale (in the tens of millions dollars) the revenues to counties will contribute to maintenance of services.

2B. Job Creation. Provide the following information about job creation through the life of the Corridor Program. Please consider construction, maintenance and operations jobs.

	FD/ Construction Period	First full year of operation	Fifth full year of operation	Tenth full year of operation
Anticipated number of onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	884	164	164	164

(3) Environmental Benefits. *Please limit response to 6,000 characters.*

How will the Corridor Program improve environmental quality, energy efficiency, and reduce in the Nation's dependence on oil? Address the following:

- Any projected reductions in key emissions (CO2, O^3, CO, PMx, and NOx) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation *(provide supporting documentation if available).*
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, "Leadership in Environmental and Energy Design" building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

The Florida East Coast Amtrak Service Program advances Florida's policies to improve environmental quality and positively effect climate change. The program will shift travel to Florida east coast destinations from automobiles, buses, and airlines to intercity passenger rail. The associated environmental benefits include reduced greenhouse gas (GHG) emissions and fuel consumption. Traveling by intercity rail is a greener travel option, per passenger mile, than traveling either by car, bus, or airplane. The average carbon dioxide (CO2) emissions per passenger mile travelling by rail are 0.18 kilogram (kg), compared with 0.21 kg for car travel and 0.35 kg for air travel (Carbonfund.org, 2007). Intercity passenger rail consumes 2,586 British thermal units (BTUs) per passenger mile as compared to 3,514 BTUs for personal cars, 3,101 BTUs for airplanes and 4,315 BTUs for buses (DOE, 2009).

Within the United States, transportation is the largest source of greenhouse gas (GHG) emissions after electricity generation.

With scientific recognition that GHG emissions are contributing to a long-term warming trend of the earth, there is an increasing realization that transportation, as a major contributor of GHGs, plays an important role in climate change policy and program decisions. (USDOT, 2009)

The FDOT has recognized the importance that rail transportation can play in improving environmental quality. As stated in the 2009 Florida Rail System Plan: Policy Element, "Rail transportation can also play an important role in helping to reduce greenhouse gas emissions…Rail transportation offers important environmental advantages due to its inherent energy and infrastructure efficiencies, as well as its potential to facilitate sustainable, compact transit-oriented development. From both an environmental and quality of life perspective, Florida should place a greater emphasis on rail transportation in the future." (FDOT, March 2009)

In accordance with Executive Order 07-128, the Florida Governor's Action Team on Energy and Climate Change was created to develop a comprehensive Energy and Climate Change Action Plan to guide the state in fully achieving or surpassing the statewide targets for greenhouse gas reductions outlined in the Governor's Executive Order 07-127. In 2007, the Governor's Action Team on Energy and Climate Change released its findings and recommendations in a Phase 1 report, followed in 2008 by its final, "Phase 2" report entitled "Florida's Energy and Climate Change Action Plan" (Governor's Action Team on Energy and Climate Change, 2007; 2008). Among the findings and recommendations related to addressing energy and climate change in relation to transportation were:

- transportation is a major contributor to GHG emissions in Florida, accounting for about 46 percent of CO2 emissions statewide
- the transportation sector's GHG emissions in Florida are dominated by personal vehicle travel in cars and light trucks, which account for almost two-thirds of these emissions
- transportation-related GHG emissions are increasing, primarily due to strong growth in travel by motor vehicles in Florida
- the FDOT projects that daily truck-miles traveled on state roads would increase by 527 percent to 201 million in 2050 and daily vehicle-miles traveled (VMT) on state roads are projected to exceed 1.1 billion by 2050, an increase of 240 percent
- reducing VMT is crucial to mitigating GHG emissions from the transportation sector
- reduce VMT by increasing the viability of multiple modes of travel and providing incentives to use modes other than single-occupant vehicles (SOVs)
- transit and rail are important GHG reduction strategies that should be implemented
- develop and implement policies and strategies that include program funding and financial incentives that expand non automobile infrastructure and provide modal alternatives to SOV travel (Governor's Action Team on Energy and Climate Change, 2008)

The project is consistent with the findings and recommendations of the Florida Energy and Climate Change Action Plan. The project would improve environmental quality and energy efficiency, while reducing the Nation's dependence on domestic and foreign oil. Traveling by passenger rail versus other modes can contribute toward the reduction in VMT and the subsequent reduction of GHGs and would consume less energy and use less fuel, thus reducing the Nation's dependence on oil.

Leadership in Environmental and Energy Design (LEED) will be implemented for the construction of the proposed eight stations at St. Augustine, Daytona, Cocoa, Titusville, Melbourne, Vero Beach, Fort Pierce, and Stuart. FDOT will work with each city to meet the requirements needed to achieve the LEED certified level at a minimum. As a result, the FDOT will strive to maximize debris diverted from landfills, increase the use of locally manufactured products, reuse or recycle materials and design and construct energy efficient buildings and stations.

(4) Livable Communities Corridor Program Benefits Narrative. (*For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities*)**.** *Please limit response to 3,000 characters.*

How will the Corridor Program foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

The restoration of intercity passenger rail service and future corridor service on the FEC supports compact redevelopment activity underway along Florida's east coast, specifically in the eight communities proposed for stations and will help complete the state's multimodal transportation network. Stations are proposed adjacent to St. Augustine's historic district, inside Vero Beach's central business area, and in the community redevelopment areas of Daytona Beach, Titusville, Cocoa, Melbourne, Ft. Pierce and Stuart. These communities have been undergoing revitalization of their downtown areas through improvements to structures and the public realm. Each of the eight station cities has extensive community planning programs, including community redevelopment agencies, main street programs, and historic preservation districts. The strong state and local commitment to redeveloping these communities has led to reinvestment

and attracted residents, retail, restaurants, workplace and civic uses. The traditional downtowns maintain classic urban form, with gridded street networks and mixed-use neighborhoods that help reinforce sustainable patterns of development. The station areas and traditional downtowns are transit-supportive, pedestrian friendly, and well-integrated into local and regional roadway, transit and bicycle/pedestrian corridors (See Attachment F).

Alternate locations in St. Augustine, Titusville and Melbourne are adjacent to regional airports. The Miami station is located at the Miami Intermodal Center adjacent to Miami International Airport (MIA).

Whether located adjacent to an airport or within a CBD, the proposed stations will feature direct transfers to a variety of other modes. Each station will allow intermodal connections to local and regional transit services provided by local agencies, airports with car rental facilities and other modes. At the northern end in Jacksonville, the system will eventually extend from the JRTC, connecting to the Jacksonville bus terminal and people mover system, bus rapid transit stations, regional bus terminal, two park-and-ride garages and a potential commuter rail station. In St. Augustine connections will exist to the city airport, local bus and trolley service for the historic district, and future commuter rail. In Daytona Beach, connections exist to regional bus service and terminal. In Titusville and Cocoa, intermodal connections exist to the Space Center Executive Airport, local bus service and private shuttle service to nearby Port Canaveral cruise terminals. In Melbourne connections exist to the Melbourne Airport, regional bus and private shuttle service to Port Canaveral. Local buses service Vero Beach, and Fort Pierce and Stuart are served by local trolley, local and regional bus, and park-and-ride facilities. The southern terminus in the Miami Intermodal Center provides connections to MIA via the MIA People Mover, local Metrobus service, and the Tri-Rail commuter rail station.

Corridor Program Name: Florida's East Coast Amtrak Service *Date of Submission:* 10/02/09 *Version Number:*

E. Application Success Factors

(1) Project Management Approach and Applicant Qualifications Narrative. *Please provide separate responses to each of the following. Additional information on program management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

1A. Applicant qualifications.

Management experience: Does the applicant have experience in managing rail investments and Corridor Programs of a similar size and scope to the one proposed in this application?

☒ Yes - Briefly describe experience (brief project(s) overview, dates)
☐ No- Briefly describe expected plan to build technical and managerial capacity. Provide reference to Project Management Plan.

Please limit response to 3,000 characters.

Florida is the 4th most populous state and has the 3rd largest state transportation budget. With an FY 2009/10 budget of $6.7 B, FDOT routinely manages large transportation projects. Most recently, FDOT has managed rail projects worth $206 M in its Strategic Intermodal System program. Additionally, FDOT has a long history of developing large passenger rail projects, notably the acquisition of the South Florida Rail Corridor and development of Tri-Rail commuter service. FDOT also utilizes in-house right-of-way staff historically acquire more than 1000 parcels per year statewide, with a five-year right-of-way acquisition program exceeding $2.2 Billion.

FDOT has experience managing rail investments and Corridor Programs as evidenced by Tri-Rail which was started by FDOT in 1989, as an alternative to I-95 in the state's three highest-populated counties. The South Florida Regional Transportation Authority (SFRTA) operates the system.

The SFRC, owned by FDOT, runs through Dade, Broward and Palm Beach counties, nearly parallels I-95 and is shared with Amtrak passenger trains and CSX freight trains. Double-tracking of the system was completed in 2006, except for a segment over the New River in Fort Lauderdale, which was completed in April 2007.

The Double Track Corridor Improvement Program called for reconstruction along 72 miles of SFRC and a second mainline track parallel to the existing track. As part of the program, the Segment 5 Project was the final major phase of double tracking. This $333.8 M project included the installation of 43.5 miles of second mainline track; upgrades to the existing signal system; construction of 11 new bridges; replacement and/or rehabilitation of 13 bridges; modification and renovation of 10 stations; acquisition of five locomotives and two cab cars, as well as enhancements to grade crossing - - providing full closure at all 70 grade crossings. As a result, the SFRTA has expanded Tri-Rail operations of 50 trains per day.

In addition to Tri-Rail, FDOT is responsible for bringing the Sunrail system to fruition. FDOT and CSX have a contract and operating agreement to bring commuter rail to Central Florida – creating both convenience and new opportunities for Floridians who live and work along the 61-mile corridor from DeLand in Volusia County to Poinciana in Osceola County. Under the $491 M agreement, of which $59 million is a credit to FDOT for construction of grade separations, FDOT will own and control the 61-mile rail corridor. The agreement also transfers maintenance and train dispatching responsibilities to FDOT.

FDOT was also heavily involved in the planning, design, and construction funding of the Sunset Limited Amtrak service in north Florida. FDOT designed the stations and oversaw the construction of the improvements to the railroad infrastructure and the stations.

1B. Describe the organizational approach for the different Corridor Program stages included in this application (e.g., final design, construction), including the roles of staff, contractors and stakeholders in implementing the Corridor Program. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. *Please limit response to 3,000 characters.*

FDOT will be the lead agency responsible for implementation of the project. However, specific duties may be assigned to

consultants, contractors, or other agencies. FDOT will be responsible for rail policy and procedures, as well as, capital planning, regulatory compliance and financial management. The daily operations of the passenger service will be provided by Amtrak. Maintenance of the rail corridor will be the responsibility of the FEC.

The FDOT has worked extensively with FEC, which owns most of the property on which the project is located. Design work within the FEC right-of-way will be managed by FEC with close cooridnation and review by FDOT and Amtrak. FEC may elect to utilize consultants for the design.

FDOT will manage the design, construction, and construction oversight of the eight stations. FDOT will use the services of a Program Management Consultant to monitor and oversee the design and construction process to insure that the work is completed according to the requirements and is delivered on-time and on-budget.

For those portions of the project that will involve construction within the right of way of FEC, the railroad will maintain full control and will manage and provide construction oversight. The final tie-in of the new construction will be completed by railroad work forces.

A Construction Engineering Inspection consultant will provide daily construction contract management/coordination and QA/QC for the project under the direction of FDOT and FEC.

Amtrak will manage the procurement of rail operating equipment from the development of specifications through delivery and final testing.

FDOT will manage the acquisition of any right-of-way beyond the current ownership of FEC. This acquisition will be in accordance with all applicable local, State and Federal guidelines and laws.

All station facilities will be designed in full compliance with state and national standards, including the Americans with Disabilities Act, and in full compliance with FEC requirements.

Interlocal Agreements will be signed with the eight cities where stations are proposed to delineate responsibilities in both the station construction and the long term maintenance and operation of the facilities. Provisions in these agreements will include a description of the required capital investments for the stations; will establish the foundation for joint-use agreements at the stations; will allow the local government to retain concession and ancillary station revenues; will encourage cooperation for transit-oriented development; will require the local governments to provide security at the stations; and will detail the capital funding commitments, instruments and payment dates.

The project will also be coordinated with other agencies including the FRA, FTA, Department of Homeland Security, counties and local municipalities having jurisdiction, to ensure conformity in the safety and security approach consistent with standard industry practices.

1C. Does any part of the Corridor Program require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to or discussion of potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions).

☐ YES- If yes, explain and provide a timeline for obtaining the waivers
☒ NO
Please limit response to 1,500 characters.

1D. Provide a preliminary self-assessment of Corridor Program uncertainties and mitigation strategies (consider funding risk, schedule risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. *Please limit response to 2,000 characters.*

Uncertainties associated with the proposed service include stakeholder agreement and environmental issues. A number of stakeholder agreements will need to be developed and approved as the project moves forward. An Agreement in Principle between FDOT and Amtrak and a letter of support between FEC and Amtrak are in place. There are also resolutions in place

with the host cities of the stations. (Attachments G and F). Moving forward, the AIP will be expanded into contract documents, the resolutions will be expanded into Interlocal Agreements, and a Joint Rail Project Agreement (JRPA) will be entered into between FEC and FDOT. There are always uncertainties as contract documents are developed, however, these uncertainties are mitigated to a great extent by FDOT's prior experience with each of the stakeholders. FDOT currently has an operating agreement in place with Amtrak for the SFRC. In addition, FDOT routinely enters into JRPA's with FEC and JPA's with cities throughout the state of Florida.

A Programmatic EA has been conducted for the project which identified potential impacts at the eight new stations and the crossover at Northwood. A project specific EA will be conducted to determine any direct, indirect, or cumulative impacts. Engineering solutions will be developed to minimize any potential project impacts and mitigation measures will be explored.

To mitigate any potential uncertainties as the project moves forward, FDOT will conduct a Risk Assessment early in the project development process. The Risk Assessment will consist of a workshop in which project participants including FRA will identify any potential project uncertainties and rank these uncertainties. A Project Execution and Risk Management Plan will be developed and reviewed with FRA. The Project Execution and Risk Management Plan is a comprehensive approach to address uncertainty from a variety of sources. The risks will continue to be updated and monitored as the project moves forward.

(2) Stakeholder Agreements Narrative. *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

2A. Ownership Agreements – Describe how agreements will be finalized with railroad infrastructure owners listed in the "Right-of-Way Ownership" and "Service Description" tables in Section B. If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on Corridor Program design and scope, benefits, implementation, use of Corridor Program property, maintenance, scheduling, dispatching and operating slots, Corridor Program ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 3,000 characters.*

An initial draft of an AIP between FEC and Amtrak was developed to begin a dialogue between both parties. The AIP addresses the provisions that will be included in the "host" agreement. This AIP includes provisions for accommodating FEC freight traffic both during the construction required by the Florida East Coast Amtrak Service project and during the resultant new Amtrak passenger service.

The AIP also discusses the conditions agreed upon regarding the modification or construction of platforms at jointly shared Intercity Amtrak stations at St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart. This AIP also focuses on the negotiation of an Operating Agreement for Amtrak service operating over FEC property.

While the AIP has only been initiated and is yet to be executed, FEC has provided a Letter of Support for the project. A copy of this Letter of Support is available in Attachment G and at www.sfeccstudy.com/amtrak.html.

A Public Transportation Joint Participation Agreement for Rail Projects (JRPA) was also initiated between FDOT and FEC to allow for the funding of construction on FEC right of way. This JRPA outlines the parameters by which, upon securing appropriate funding, that FDOT will fund the infrastructure improvements along the FEC corridor required for the project. Terms included in this agreement are: those items that the FEC must accomplish; project cost; FDOT departmental participation; retainage; project budget and payment provisions; the required accounting records; and requisitions and payments.

This JRPA also stipulates that FEC shall not execute any contract or obligate itself in any manner requiring the disbursement of Department joint participation funds, including consultant, construction or purchase of commodities contracts or amendments thereto, with any third party with respect to the project without the written approval of the Department. FEC also agrees to comply with provisions of Chapter 287, F.S., Consultants' Competitive Negotiation Act. At the discretion of the Department, the Railroad will involve the Department in the Consultant Selection Process for all contracts. In all cases, the Railroad's Attorney shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act.
By this agreement, FEC also agrees to carry out the project in conformance with all applicable environmental regulations including the securing of any applicable permits.

A copy of this JRPA is available in Attachment G and at www.sfeccstudy.com/amtrak.html.

2B. Operating Agreements – Describe the status and contents of agreements with the intended operator(s) listed in "Services" table in the Application Overview section above. Address Corridor Program benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 3,000 characters.*

Amtrak, as authorized by 49 U.S.C. § 24101 et seq., is charged with operating intercity passenger rail service in the United States and; FDOT, a duly created agency of the State of Florida, is authorized by Florida Statutes Section 343.302 to develop and implement a statewide rail program.

Based on the above statutory authority and mutual desires, FDOT and Amtrak have entered into an AIP (Attachment G

and www.sfeccstudy.com/FDOT_Amtrak_AIP.asp). This AIP outlines the intentions of the applicant (FDOT) and the intended operator (Amtrak) to implement, in two phases, the Florida East Coast Amtrak Service. Implementation of this Service is dependent on sufficient funding from Track 2 of the HSIPR Program as included in the American Recovery and Reinvestment Act of 2009.

The AIP states the proposed Florida East Coast Amtrak Service will be done in two phases. The first phase, "Improved Service", includes improving long distance passenger rail services from New York, NY to Miami by splitting the two existing daily round trips (Amtrak's Silver Star and Silver Meteor) between Jacksonville and West Palm Beach from the existing CSX "A-Line" to the FEC Railway. This phase will include the development of Amtrak stations in St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart. Also included will be the development of a rail connection between the FEC corridor and CSX at Northwood in Palm Beach County. In order to implement this service and allow for its efficient operation additional rolling stock and other capacity improvements to the FEC line will be required.

The second phase, "New Service", as outlined in the AIP, includes the introduction of corridor service with additional daily round trips between Jacksonville and Miami.

The AIP stipulates that FDOT and Amtrak will execute an agreement governing the provision by the State of stations, equipment maintenance facilities, and other facilities required for the Improved Service; the terms under which any Amtrak-owned equipment to be utilized for the Improved Service will be provided, including potential state payments for any associated capital costs and for use of such equipment; implementation of the Improved Service, including mobilization, satisfaction of safety requirements, regulatory compliance, training and qualification of employees, and state funding of associated costs incurred by Amtrak; and terms and conditions for operation of the Improved Service by Amtrak, including state funding of costs associated with the Improved Service in accordance with Amtrak's then-current state supported service pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA.

2C. Selection of Operator – If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the Corridor Program or of the operations that it enables or improves. *Please limit response to 3,000 characters.*

The proposed service is planned to be operated by Amtrak and there will not be a competitive process for selection of an operator. The proposed service is not a "stand alone" operation between Jacksonville and Miami, but rather an expansion of an existing Amtrak service that already operates, using Amtrak personnel and equipment, between those two cities via an alternative route through central Florida.

Amtrak has operated intercity rail passenger service between New York, Jacksonville and Miami for over 38 years and is uniquely qualified to operate its proposed, expanded service. Amtrak would likely be able to operate the proposed service more economically than other potential operators, given the existing infrastructure and personnel that Amtrak already has in place, such as stations and station personnel at Jacksonville and locations between West Palm Beach and Miami, where the proposed service would utilize Amtrak's existing route over the former CSX Transportation alignment, now owned and controlled by FDOT.

2D. **Other Stakeholder Agreements** – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 3,000 characters.*

Throughout this study, FDOT coordinated with the local governments along the proposed corridor as well as the cities where stations are proposed to be located. To date, over 100 resolutions and letters of support for the project have been received from local governments, MPO Boards, agencies, and state-wide organizations, including both public and private entities.

The following municipal governments passed resolutions of support: Belle Glade, Boca Raton, Boynton Beach, Bunnell, Cloud Lake, Cocoa, Daytona Beach, Davie, Delray Beach, Fellsmere, Fort Lauderdale, F. Pierce, Greenacres, Gulf Stream, Hypoluxo, Indian River Shores, Juno Beach, Jupiter, Lantana, Maitland, Malabar, Mangonia Park, Margate, Melbourne, Ocean Ridge, Palm Beach Gardens, Palm Coast, Pembroke Pines, Pompano Beach, Port St. Lucie, Riviera Beach, Rockledge, St. Augustine, St. Lucie Village, Sebastian, South Palm Beach, Stuart, Titusville, Vero Beach, West Melbourne, West Palm Beach, and West Park. The following Boards of County Commissioners have also passed

resolutions of support: Flagler, Indian River, Martin, Orange, Osceola, Palm Beach, St. Johns, St. Lucie, and Seminole. For a complete listing and copy of the resolutions see Attachment F and visit www.sfeccstudy.com/resolutions.asp.

Enhancements at the terminal stations in Jacksonville and Miami as well as new passenger stations along the FEC Railway are proposed. Improvements to the Jacksonville station was proposed by others and is not included in this project. New Amtrak facilities are proposed at the MCS. Cities where the eight new stations are located have passed resolutions requesting the assistance of Florida's Governor and the Secretary of FDOT to prioritize the intercity rail component of the FEC Corridor project as part of the Federal Economic Stimulus package for the State of Florida. While the resolutions are not binding, they indicate consensus local support for the project. Upon securing sufficient funding for the project, these eight local governments have agreed to enter into Interlocal Government Agreements with FDOT including providing local support for station maintenance and leases. The Interlocal Agreements will describe the responsibilities of all parties regarding the acquisition, construction and ownership of the proposed passenger stations. Also included in the agreements will be the obligation of the local governments for operation and maintenance of the stations. The financial obligations of the FDOT and local government will be specified in these agreements. The financial obligations of the local governments will be used as "matching funds" for the secured stimulus funding.

The South Florida Regional Transportation Authority operates Tri-Rail Commuter services in the south part of the project corridor. The Authority passed a resolution of support. Authority staff indicates that the corridor capacity is sufficient for the FEC Amtrak service and coordination will continue (see Attachment G).

2E. Agreements with operators of other types of rail service - Are benefits to non-intercity passenger rail services (e.g., commuter, freight) foreseen? Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 3,000 characters.*

The proposed service is anticipated to provide benefits to other rail services such as commuter rail and freight. The existing infrastructure owner and freight operator, FEC, would benefit from the construction of new passing sidings, improved grade crossing protection installations, and signal system improvements. Even though the proposed new sidings are needed to support intercity passenger train operation, they would be available to provide additional operating flexibility to freight trains as well. Similarly, new and/or expanded grade crossing protection equipment would increase the safety of freight as well as passenger train operations. Lastly, to the extent that the signal system improvements include elements of Positive Train Control (PTC), they could enhance the safety of freight train operations and help meet future regulatory requirements that may become applicable to the FEC under the Rail Safety Improvement Act of 2008.

With regard to benefits to other passenger operations, there would be significant potential synergies between the proposed Amtrak service via the FEC and proposed commuter rail or other transit services on the FEC in the vicinity of Jacksonville and Miami. The commuter rail service being studied by the JTA would potentially benefit from Amtrak's re-activation of the existing, former-FEC station in St. Augustine, as well as from grade crossing protection improvements as mentioned previously. Amtrak related signal system improvements, to the extent they advance installation of PTC, would also benefit future commuter rail operations. Similarly, the commuter rail / transit service being studied by FDOT in southeast Florida could potentially benefit from station, grade crossing, and signal system improvements in the segment between Jupiter and West Palm Beach where the proposed Amtrak service and commuter rail service would overlap, depending upon the technology ultimately selected in the transit study. The realignment of the Northwood connection will facilitate extending Tri-Rail commuter services north from West Palm Beach to Jupiter.

Negotiations among FDOT, Amtrak and FEC are ongoing and will include issues of cost sharing, however nothing conclusive can be stated in this regard at this time.

(3) Financial Information

3A. Capital Funding Sources. Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding[4]	Type of Funds	Dollar Amount (millions of $ YOE)	% of Program Cost	Describe uploaded supporting documentation to help FRA verify funding source
Local	Existing	Planned	Right-of-way donation for stations	Unknown	Unknown	Resolutions, see Attachment F
State	Existing	Committed	Investment in FEC infrastructure	$50 million	0	Improvements already invested to facilitate freight movement and passenger rail
	New	Committed				
	New	Committed				

3B. Capital Investment Financial Agreements. Describe any cost sharing contribution the applicant intends to make towards the Corridor Program, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant's proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 3,000 characters.*

The majority of the capital funding for the project will come from the HSIPRP. However, it is anticipated that any station sites located on municipal right-of-way will be donated to the project. It is unknown at this stage of project development the amount of in kind match associated with the right-of-way donation due the fact that a number of station locations have not been finalized. As the project moves forward through the project development process, the in-kind match will be identified and quantified. FDOT, through it's Strategic Intermodal System (SIS) program, has invested over $50 million in rail capacity enhancements on the FEC Railway. These capacity improvements to FEC rail infrastructure have enhanced the movement of freight throughout the east coast of Florida and facilitates the restoration of Intercity Passenger Rail Service along the FEC.

3C. Corridor Program Sustainability and Operating Financial Plan.

Please report on the Applicant's projections of future financial requirements to sustain the service by completing the table below (in YOE dollars) and answering the following question. Describe the source, nature, share, and likelihood of each identified funding source that will enable the State to satisfy its projected financial support requirements to sustain the operation of the service addressed in this Corridor Program. *Please limit response to 2,000 characters.*

As indicated previously, the proposed service plan consists of splitting Amtrak's current Silver Meteor and Silver Star Service in Jacksonville. The Silver Star and Silver Meteor are a part of the National System operating since the 1970's. The new service would entail restored intercity passenger train service via the FEC Railway. The first phase would entail two northbound and two southbound trains per day. Since Phase 1 is a part of the National Intercity Rail System, Amtrak and FDOT will share the operating deficit for phase 1 based on a methodology determined during subsequent negotiations between the parties. The state of Florida will be responsible for it's fair share of the designated operating deficits for the future state corridor service. Attachment D provides Amtrak's estimation of costs and deficits as well as an allocation of deficit between FDOT and Amtrak. The final Operating Plan between FDOT and Amtrak will define the allocation methodology. FDOT will allocate the required amount for the operating deficit for phase 1 through FDOT's 5-year Work

[4] Reference Notes: The following categories and definitions are applied to funding sources:
Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed phase without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or State Capital Investment Program CIP or appropriation. Examples include dedicated or approved tax revenues, State capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed phase, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed phase.
Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed phase but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the phase sponsor's control (e.g., the phase development schedule extends beyond the State Rail Program period).
Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Program. FDOT's Financial Structure is provided below.

Maintenance at each of the eight stations will be paid by the local municipalities. Resolutions of support and a commitment to funding maintenance are included in the resolutions provided in Attachment G and F.

Note: Please enter supporting projections in the Track 2 Application Supporting Forms, and submit related funding agreements or other documents with the Supporting Materials described in Part G of this Track 2 Application. The numbers entered in this table must agree with analogous numbers in the Supporting Forms.

Funding Requirement (as identified on the Supporting Form)		**Projected Totals by Year ($ Millions Year Of Expenditure (YOE)* Dollars - One Decimal)**		
	Baseline Actual-FY 2009 Levels (State operating subsidy for FY 2009 if existing service)	**First full year of operation**	**Fifth full year of operation**	**Tenth full year of operation**
Indicate the Fiscal Year	2009	2013	2018	2023
Surplus/deficit after capital asset renewal charge[5]	$0.00	($10.1 million)	($22.5 million)	($34.7 million)
Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal		($10.1 million)	($22.5 million)	($34.7 million)
Funding Requirements for which Available Funds Are Not Identified		0	0	0

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

Note: Data reported in this section should be consistent with the information provided in the Operating and Financial Performance supporting form for this application.

[5] The "capital asset renewal charge" is an annualized provision for **future** asset replacement, refurbishment, and expansion. It is the annualized equivalent to the "continuing investments" defined in the FRA's Commercial Feasibility Study of high-speed ground transportation (*High-Speed Ground Transportation for America*, September 1997, available at http://www.fra.dot.gov/us/content/515 (see pages 5-6 and 5-7).

(4) Financial Management Capacity and Capability – Provide audit results and/or other evidence to describe applicant capability to absorb potential cost overruns, financial shortfalls identified in 3C, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. *Please limit response to 3,000 characters.*

Grant funds are being requested to implement the Intercity Rail Passenger Service along the FEC. The projected capital costs for the project were developed in coordination and consultation with FEC Railway and Amtrak. FDOT worked with FEC personnel to determine required upgrades to FEC infrastruture and associated costs. Construction of the improvements within FEC right of way would be completed by Force Account under contract with FEC. FEC has a long history of designing and implementing improvements within their right of way. An allocated contingency of 5% was assigned to mitigate any potential cost overruns on the improvements with FEC right of way.

Station costs were developed in full cooperation with Amtrak personnel who have a long history of designing and constructing stations throughout the country. An allocated contingency of approximately 10% was assigned to the costs to mitigate any potential cost overruns to station costs.

Right-of-way estimates were performed by FDOT personnel. The Department acquires billions of dollars of right-of-way within the five-year workprogram and has proved procedures in place for estimating the cost of right-of-way needed for a project. FDOT estimates contain the assessed value of the right-of-way, relocation benefits, displacement benefits and damages for businesses. The estimates include built-in contingencies.

Throughout the project development process, the project will be evaluated for potential overruns and value engineering sessions will be conducted to ensure that cost overruns are mitigated.

As the applicant, grant recipient, and lead agency for the Florida East Coast Amtrak Service project, FDOT is a governmental agency and the principal administrative unit within the executive branch of state government responsible for the planning, design, construction, and maintenance of transportation within the State of Florida. Additional information on FDOT can be found at: http://www.dot.state.fl.us/.

Regarding statutory references/legal authority, Chapter 337, Florida Statutes (F.S.), contains the legal authority for FDOT to acquire rights-of-way for transportation purposes. Chapter 341, F.S., contains the legal authority for FDOT to fund and undertake public transportation projects, including urban transit, commuter rail, and intercity rail. Also contained in Chapter 341, F.S. is the legal authority for the State of Florida to plan, develop, and implement a high speed rail program.

(5) Timeliness of Corridor Program Completion – Provide the following information on the dates and duration of key activities, if applicable. For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Corridor Program Completion.

Final Design Duration:	9 months
Construction Duration:	18 months
Rolling Stock Acquisition/Refurbishment Duration:	36 *See Section B8 months
Service Operations Start date:	10/2012 *(mm/yyyy)*

(6) If applicable, describe how the Corridor Program will promote domestic manufacturing, supply and industrial development, including furthering United States-based equipment manufacturing and supply industries. *Please limit response to 1,500 characters.*

The project provides significant opportunities for investment in domestic manufacturing, supply and industry. A minimum of 5 miles of new or 1.310 tons CWR rail, 29 miles of surface track work, 14,450 track ties and fasteners, 26 new turnouts, 39,409 CY of ballast and 46,388 CY of subballest, over $30 million worth of railroad signals equipment and grade crossing warning equipment, 9 locomotives and 63 coaches all will be manufactured in the USA.

The project also promotes interstate commerce and industry. There are, on average, 12 daily through freight trains destined for rail yards along the corridor, and 9 local trains that make carload deliveries daily along this largely single track

railroad. Upgrades to the FEC corridor will greatly improve train capacity and operating efficiency.

Additional local and through trains will be able to offload more carloads in rail yards along the corridor to further enhance new business and industrial growth opportunities.

(7) If applicable, describe how the Corridor Program will help develop United States professional railroad engineering, operating, planning and management capacity needed for sustainable IPR development in the United States. *Please limit response to 1,500 characters.*

FEC Amtrak Service will help create a number of jobs within the railroad engineering and operating segments both in the short- and long-term time frames. The project will construct railroad infrastructure to provide the framework for intermodal connections to High Speed Rail, Intercity Rail, Commuter Rail, Light Rail and other forms of transit. Construction of these improvements will employ a number of different professions and trades including project managers, professional engineers, finance and professional services executives, construction managers, attorneys, transportation planners, safety experts, public involvement specialists, support staff, quality control experts and procurement, utilities, right-of-way and survey professionals.

As the project matures, additional professional opportunities will become available in the design, build, construction oversight, operations, maintenance and management of the project. The project also will provide new opportunities for passenger and freight railroad expansion and enhancements, including Intercity Corridor Rail trips, Commuter Rail expansion, Light Rail operations, Bus Rapid Transit, High Speed Rail and other transit projects that will connect to the FEC in Miami and Jacksonville.

As project managers of the project, FDOT has established a DBE program with an overall participation goal of 8.1 percent and will continue to engage community partners in "Job Fairs" and encourage maximum participation.

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10/2009 *Version Number:*

F. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section E, Question 1B). *This section is optional.*

Section B.7. - Tri-Rail operates approximately 50 trains per day on the SFRC and Amtrak operates 4 trains per day on SFRC

Additional information is contained in Attachment F, Attachment G and in the Optional Supporting Documents. For ease of access, the documents below are posted at www.sfeccstudy.com/FDOT/Amtrak.html.

Attachment F
Exhibit 1 - Inflation Assumptions and Methodology
Exhibit 2 - Signal and Track Charts
Exhibit 3 - TIGER Discretionary Grant for MIC
Exhibit 4 - Station Attractions and Uses
Exhibit 5 - Historic Stations and Amenity Maps
Exhibit 6 - Resolutions in Support of FEC East Coast Amtrak Service

Corridor Program Name: Florida East Coast Amtrak Service *Date of Submission:* 10/2009 *Version Number:*

G.Summary of Application Materials

Note: In addition to the requirements listed below, applicants must comply with all requirements set forth in the HSIPR Guidance and all applicable Federal laws and regulations, including the American Recovery and Reinvestment Act of 2009 (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Application Forms	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
☒ This Application Form	✓		HSIPR Guidance Section 4.3.3.3	
☒ Corridor Service Overview (Same Corridor Service Overview may be used for multiple applications)	✓		HSIPR Guidance Section 4.3.3.3	
Supporting Forms (*Forms are provided by FRA on Grant Solutions and the FRA website*)	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☒ General Info	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☒ Detailed Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☒ Annual Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
☒ Operating and Financial Performance and Any Related Financial Forms	✓		HSIPR Guidance Section 5.3.5	FRA Excel Form
☒ Program or Project Schedule	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form

Supporting Documents *(Documents to be generated and provided by the applicant)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☒ Map of Corridor Service	✓		Corridor Service Overview Question B.2	
☒ Service Development Plan	✓		HSIPR Guidance Section 1.6.2	
☒ "Service" NEPA	✓		HSIPR Guidance Section 1.6.2	
☒ Project Management Plan	✓		HSIPR Guidance Section 4.3.3.2	
☐ "Project" NEPA (Required before obligation of funds)		✓	HSIPR Guidance Section 1.6.2	
☒ PE Materials	✓	✓	HSIPR Guidance Section 1.6.2	
☒ Stakeholder Agreements	✓	✓	HSIPR Guidance Section 4.3.3.2	
☒ Financial Plan	✓	✓	HSIPR Guidance Section 4.3.3.2	
☒ Job Creation	✓	✓	HSIPR Guidance Section 1.6.2	

Standard Forms *(Can be found on the FRA website and www.forms.gov)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**

☒ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Form
☒ SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☒ SF 424D: Assurances-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☒ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	Form
Note: Items checked under "Corridor Programs" are required at the time of submission of this Track 2 Corridor Programs application. Items checked under "Projects" are optional at the time of submission of this Track 2 Corridor Programs application, but required prior to FD/Construction grant award.				

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

B. Project Overview
(3) Total Cost of the FD/Construction Project
Exhibit 1

Inflation Assumptions and Methodology
Table 1

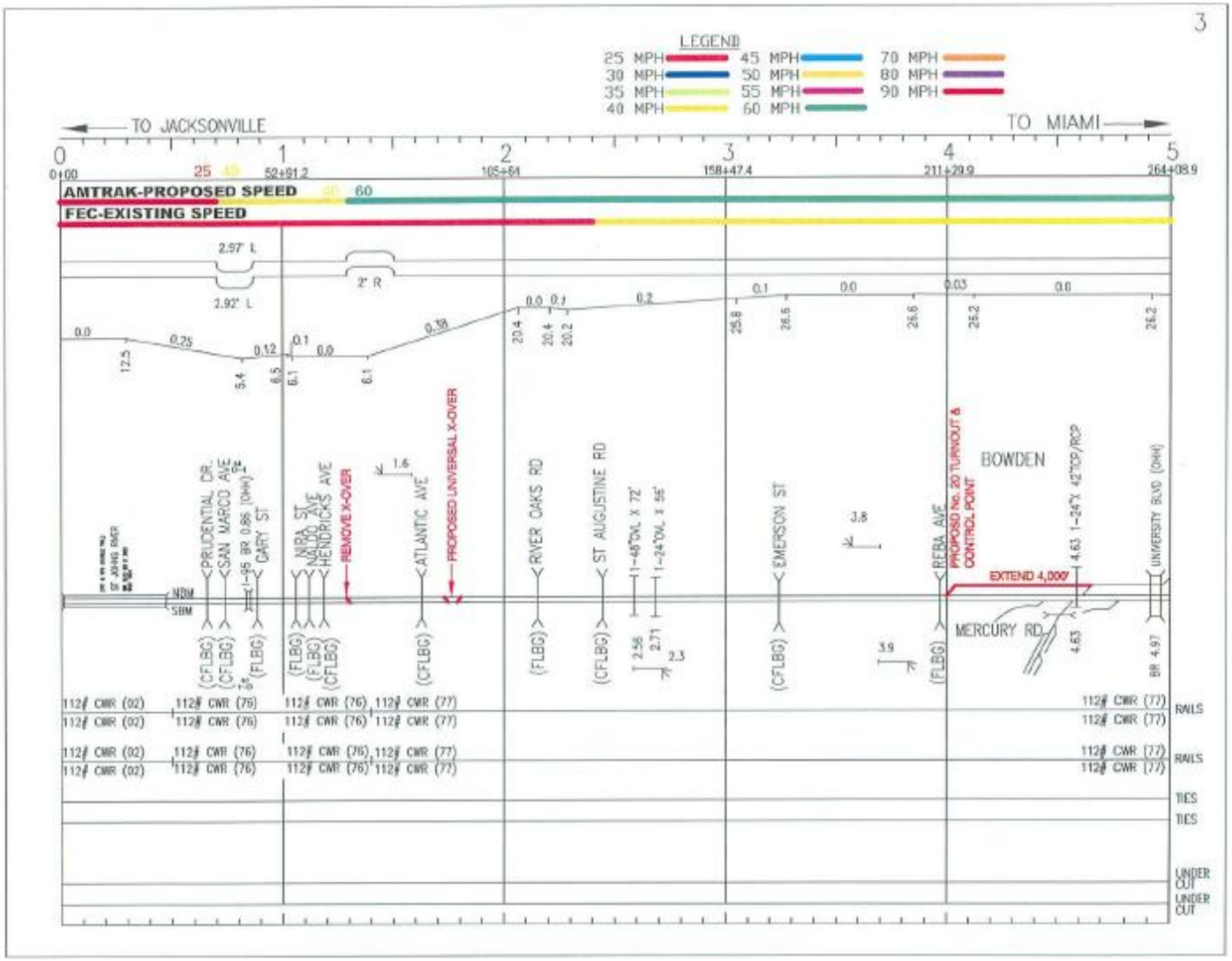
Type of Activity	Time Frame	Nominal Base Annual Escalation Rate	10th	50th	90th	Notes
Construction (including fabrication, vehicles, etc.)	Jun 2008 – Feb 2009	4.0%	--	--	--	--
Construction (including fabrication, vehicles, etc.)	2009	1.2%	-1.8%	1.2%	4.2%	Gaussian
Construction (including fabrication, vehicles, etc.)	2010 – (range/yr)	3.71%	0.0%	3.0%	8.0%	Logistic

Fiscal Year	10th Percentile	Mean	90th Percentile
2007/2008	3%	5%	10%
2008/2009	3%	5%	10%
2009/2010	3%	4.5%	10%
2010/2011	3%	4%	10%
2011/2012	3%	3.5%	10%
2012/2013	3%	3.5%	10%
2013/2014 and beyond	3%	3.3%	10%

D. Public Return on Investment
1B. Operational and Ridership Benefits Metrics
Table 2 Footnotes

* Proposed service to use train sets exclusive/captive to Orlando-Jacksonville corridor
** Based on Amtrak data for Silver Meteor and Silver Star services

B. Corridor Program Summary
(4) Corridor Program Narrative
Signal and Track Charts
Exhibit 2



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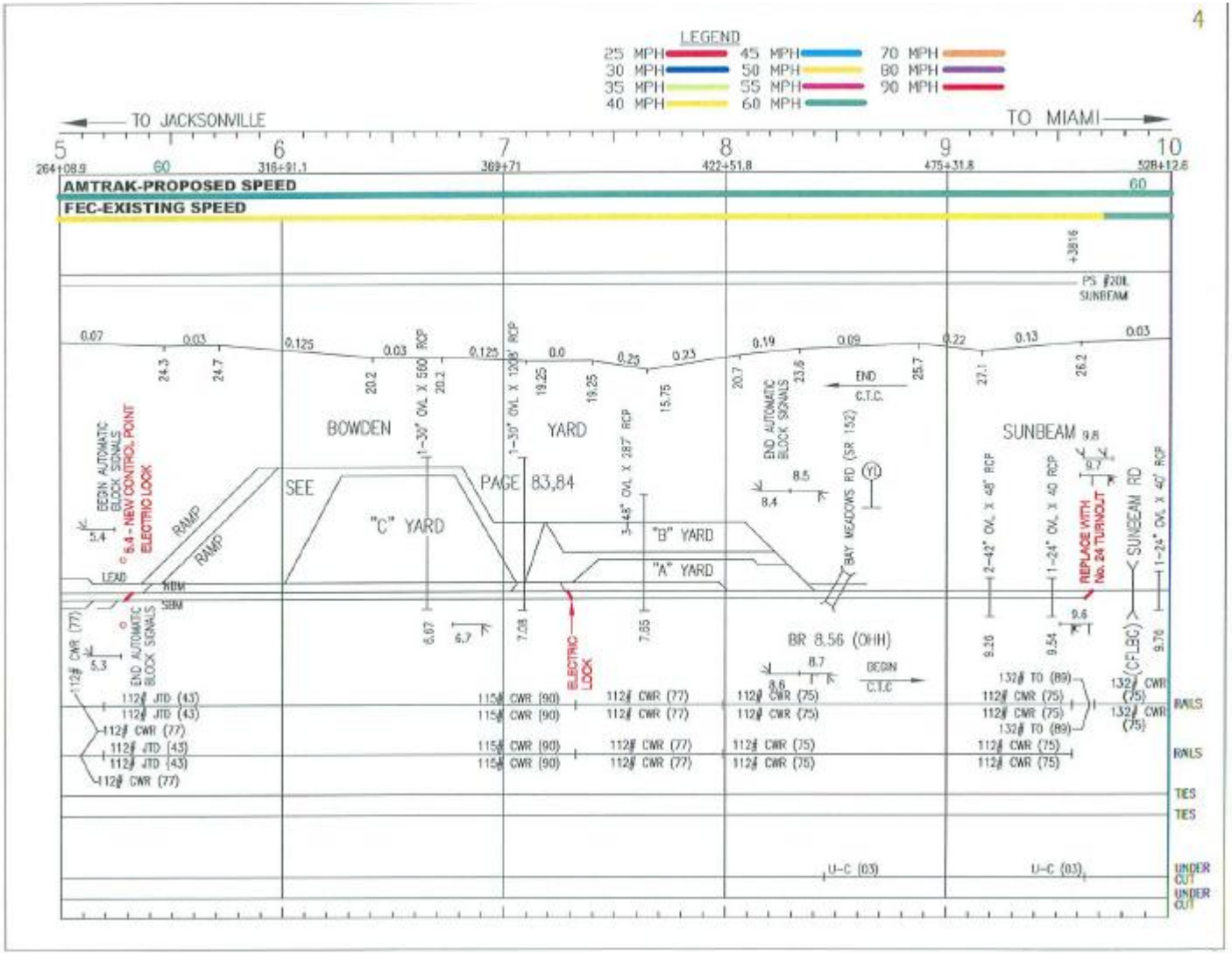

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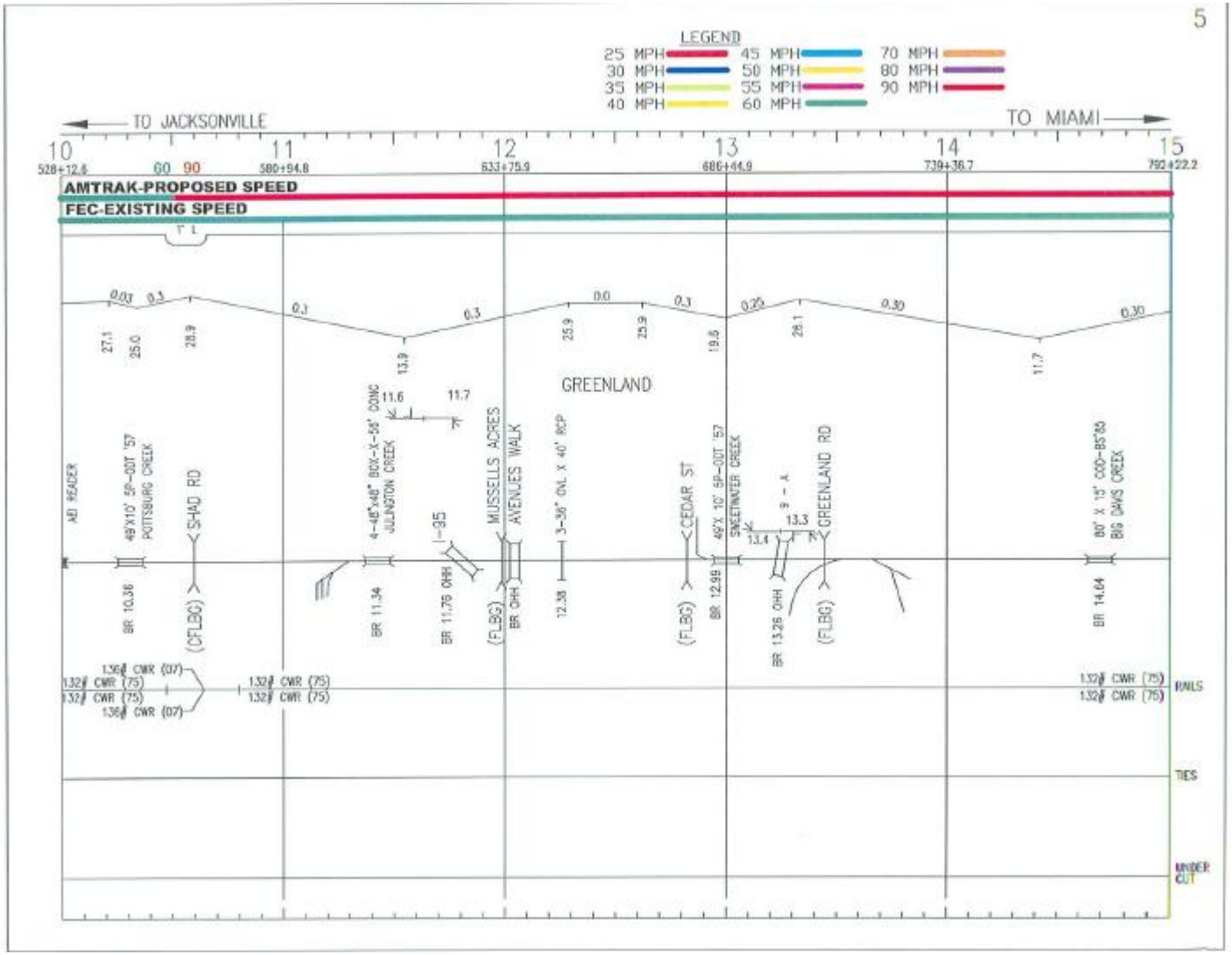

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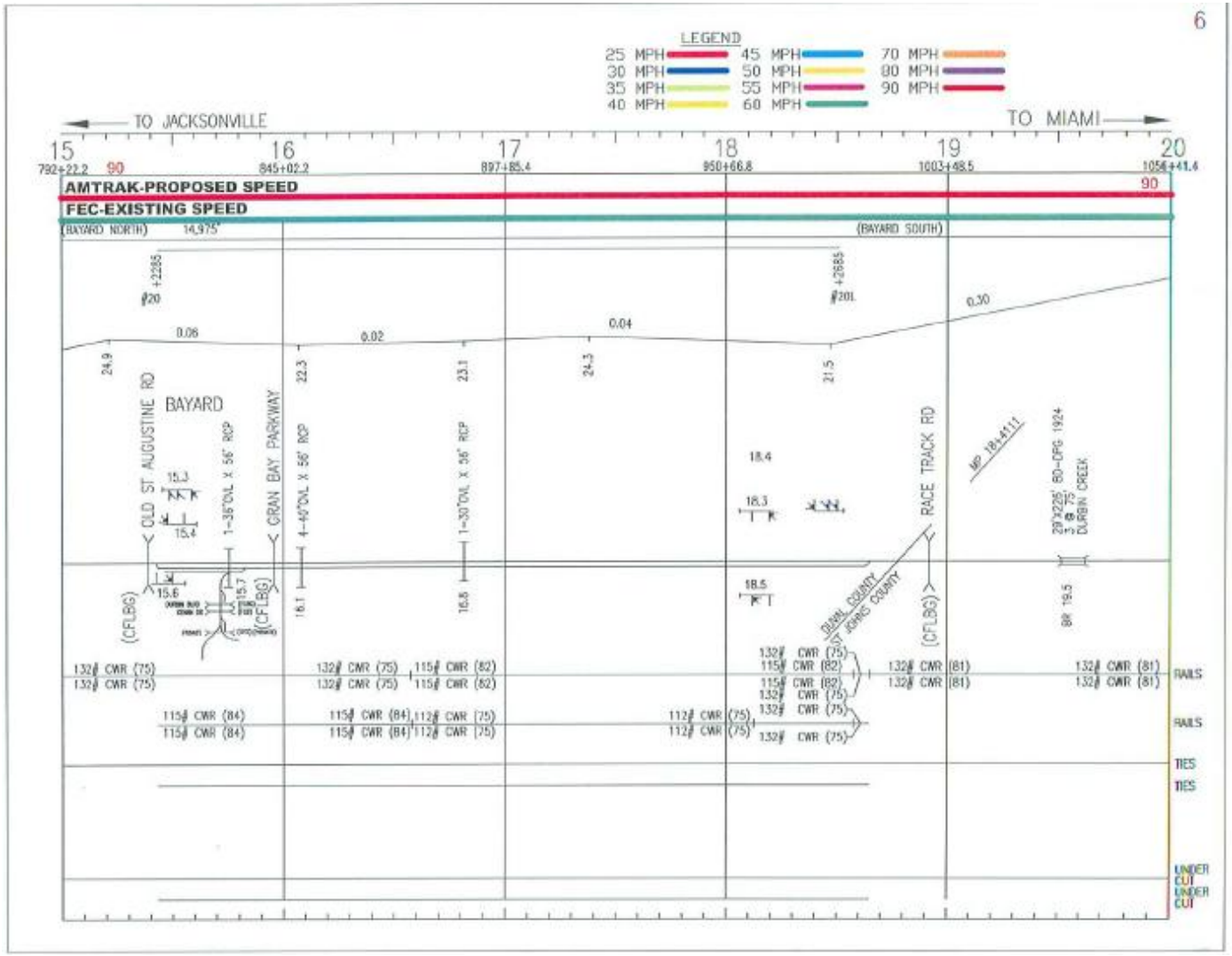

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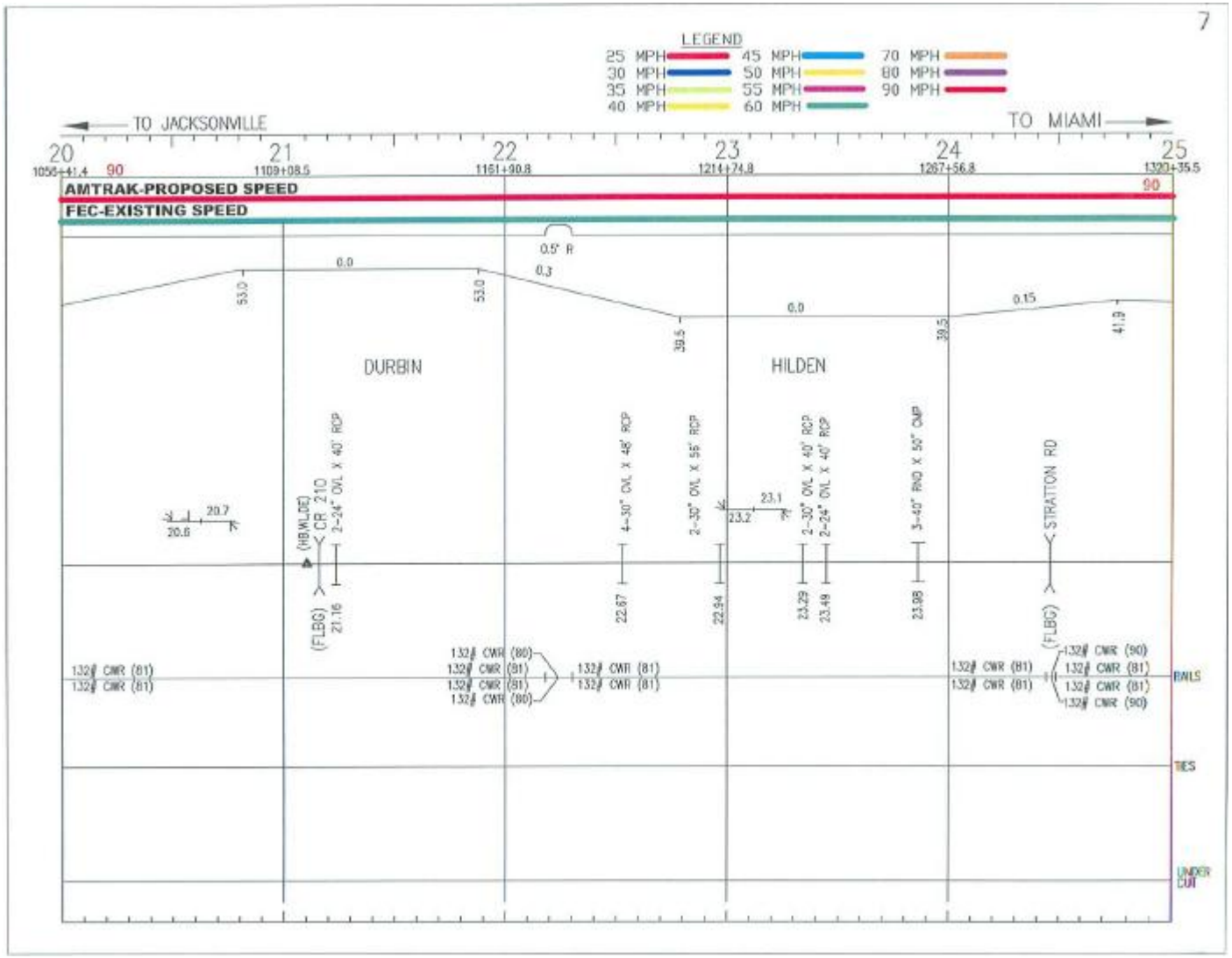

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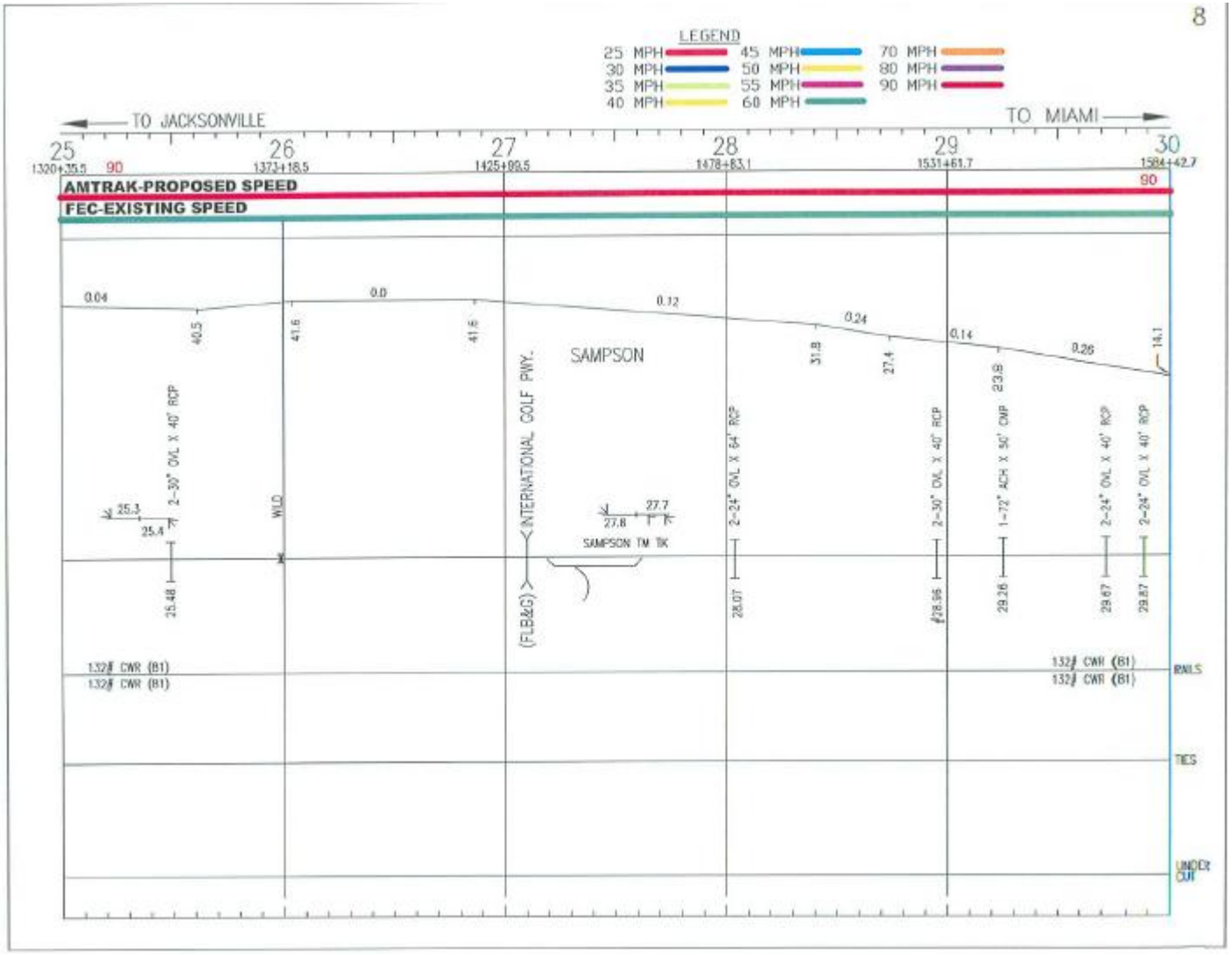

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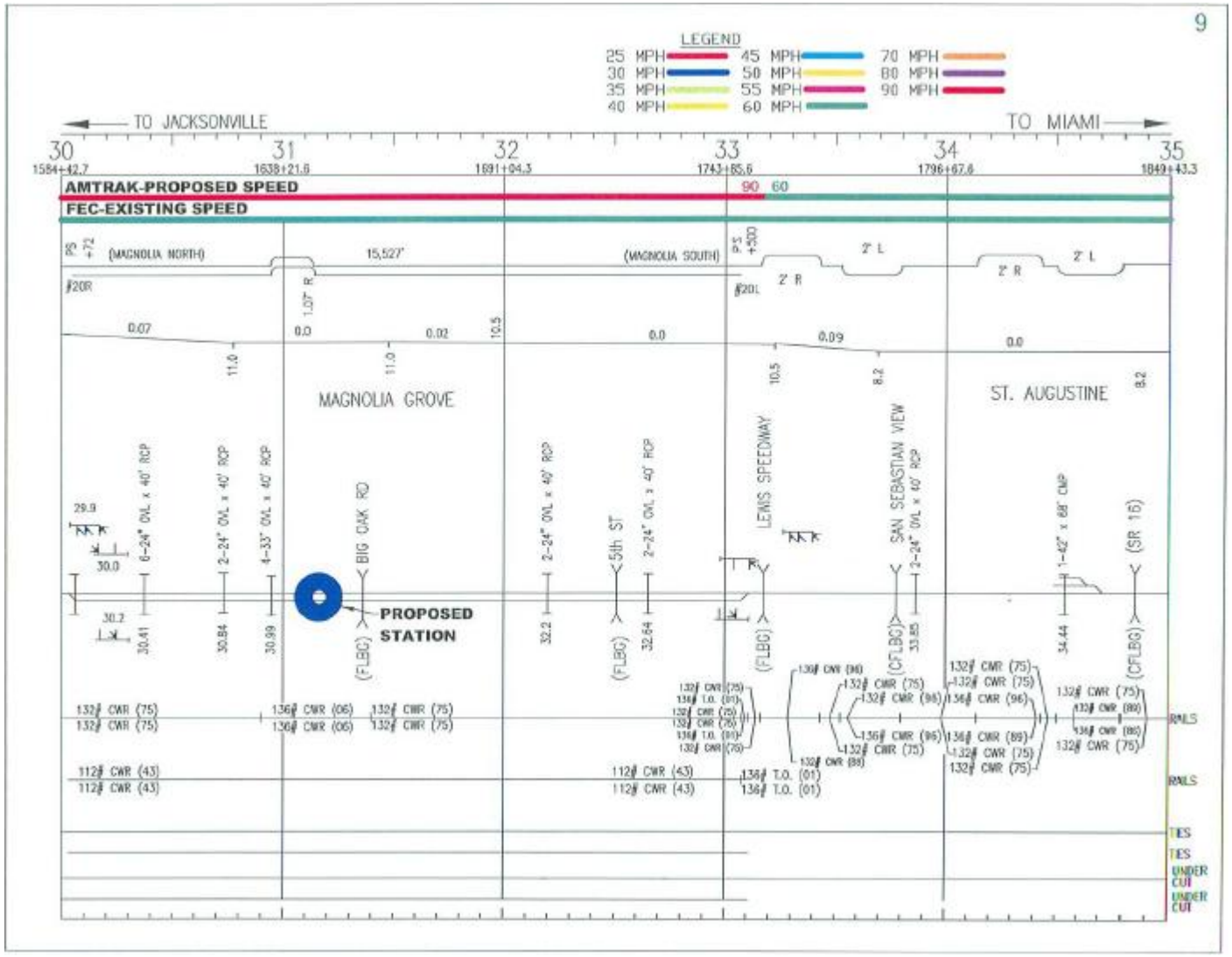

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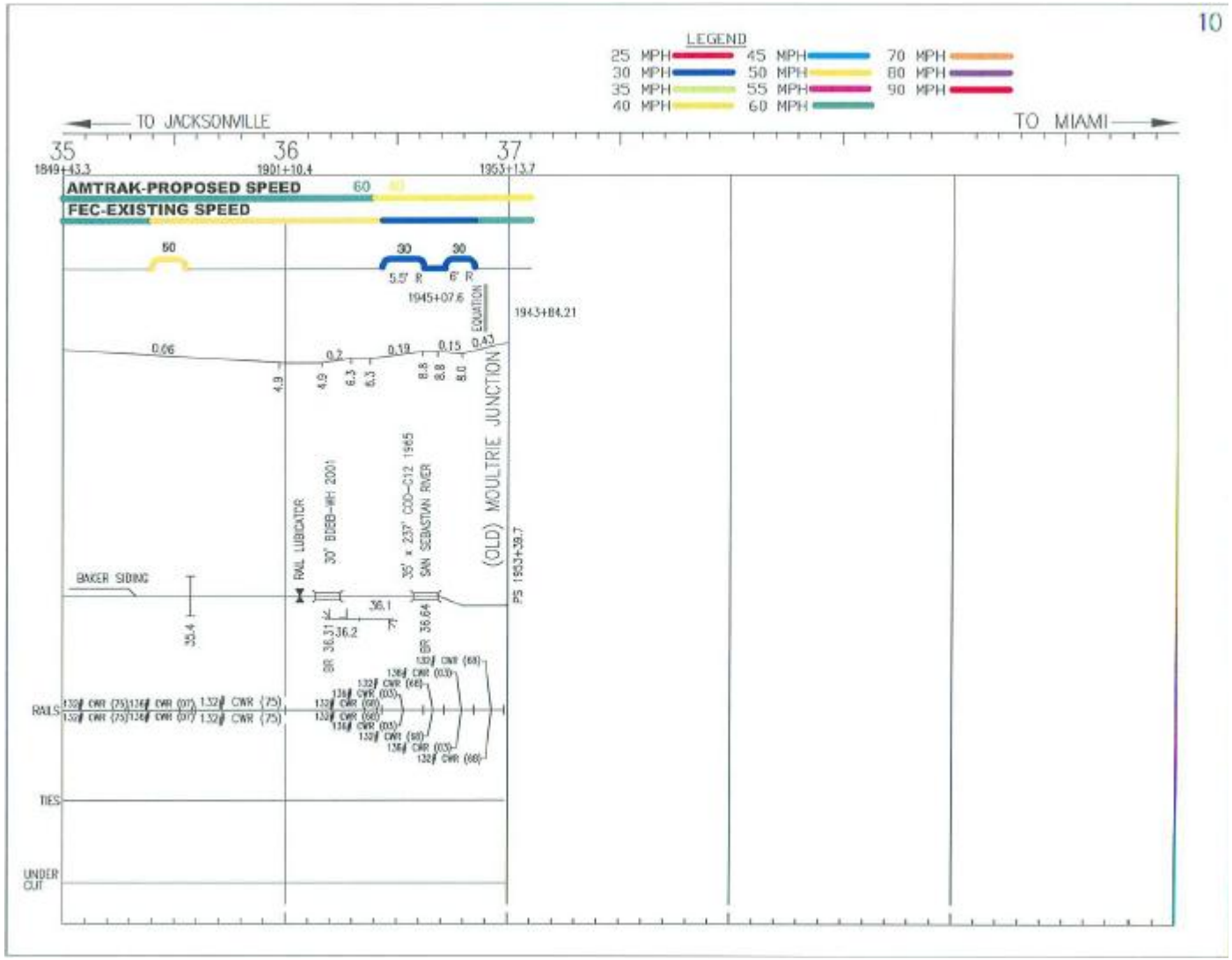

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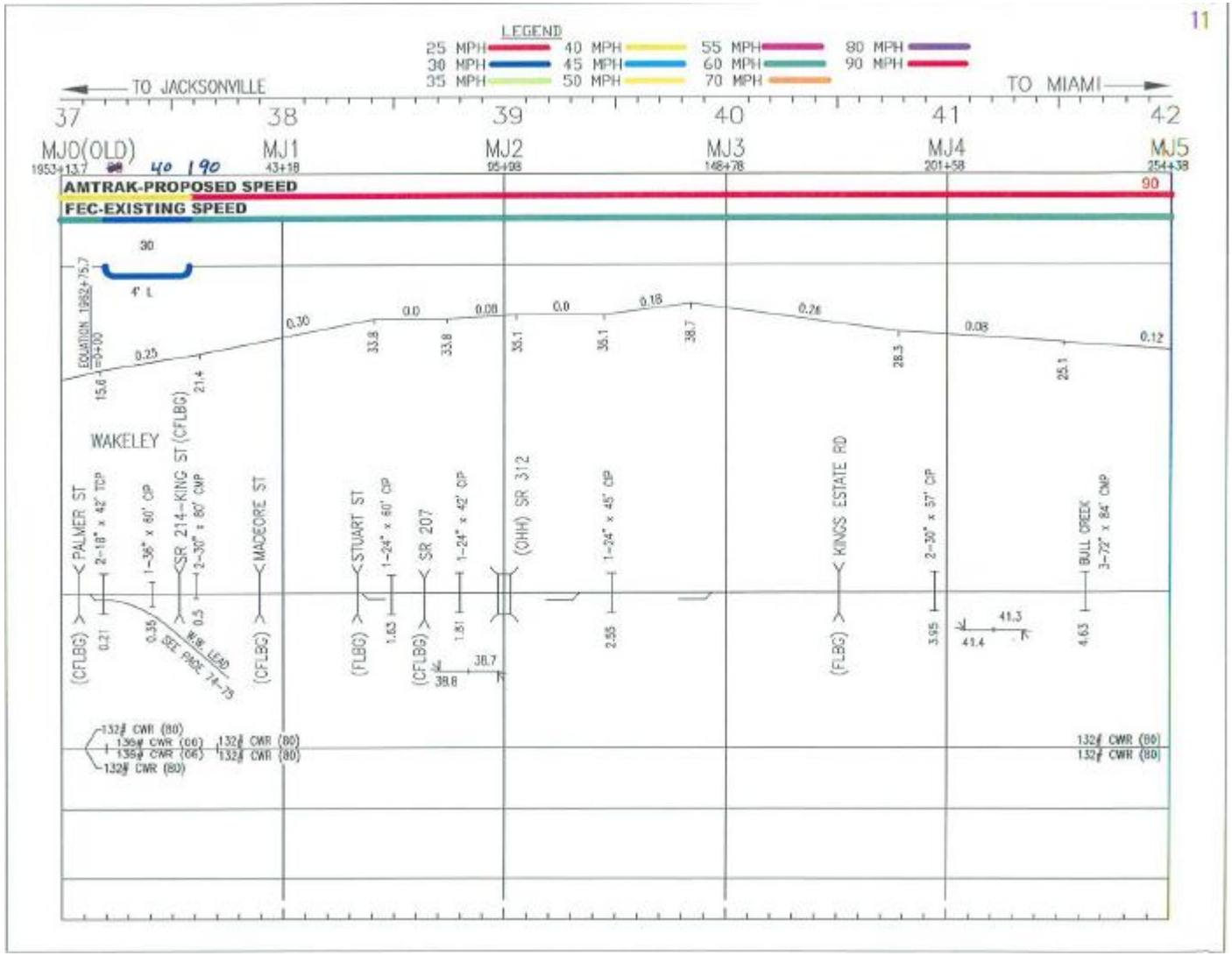

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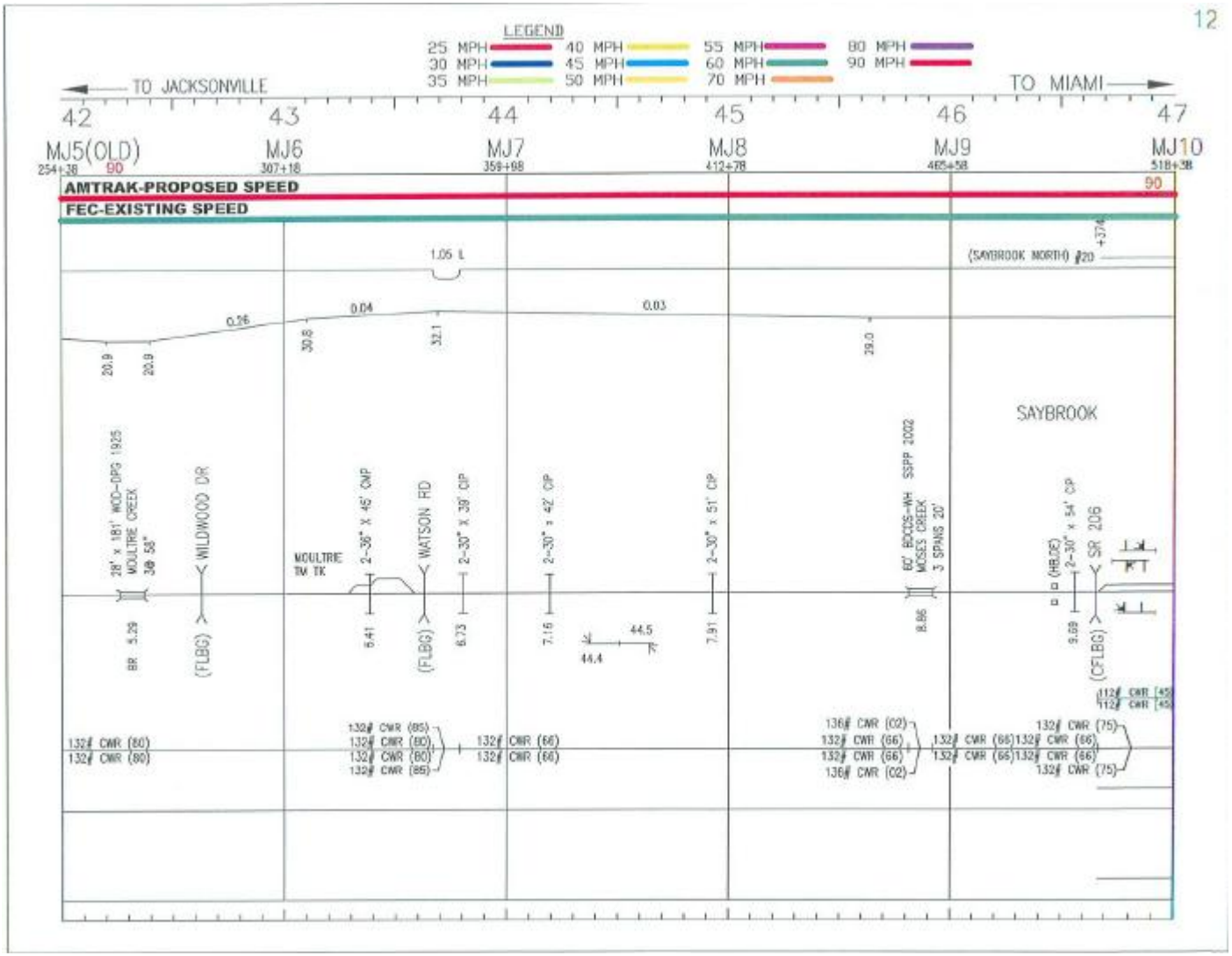

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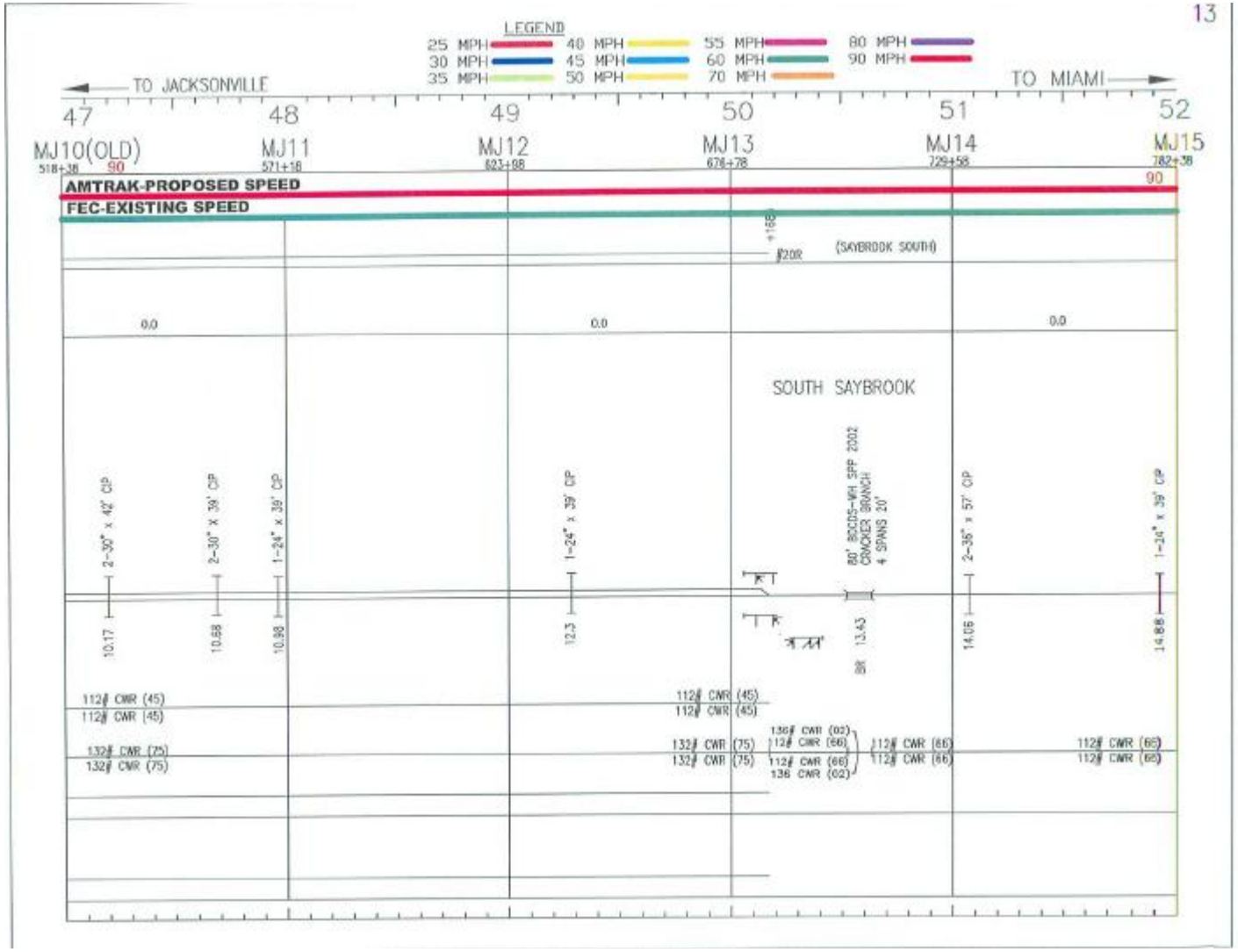

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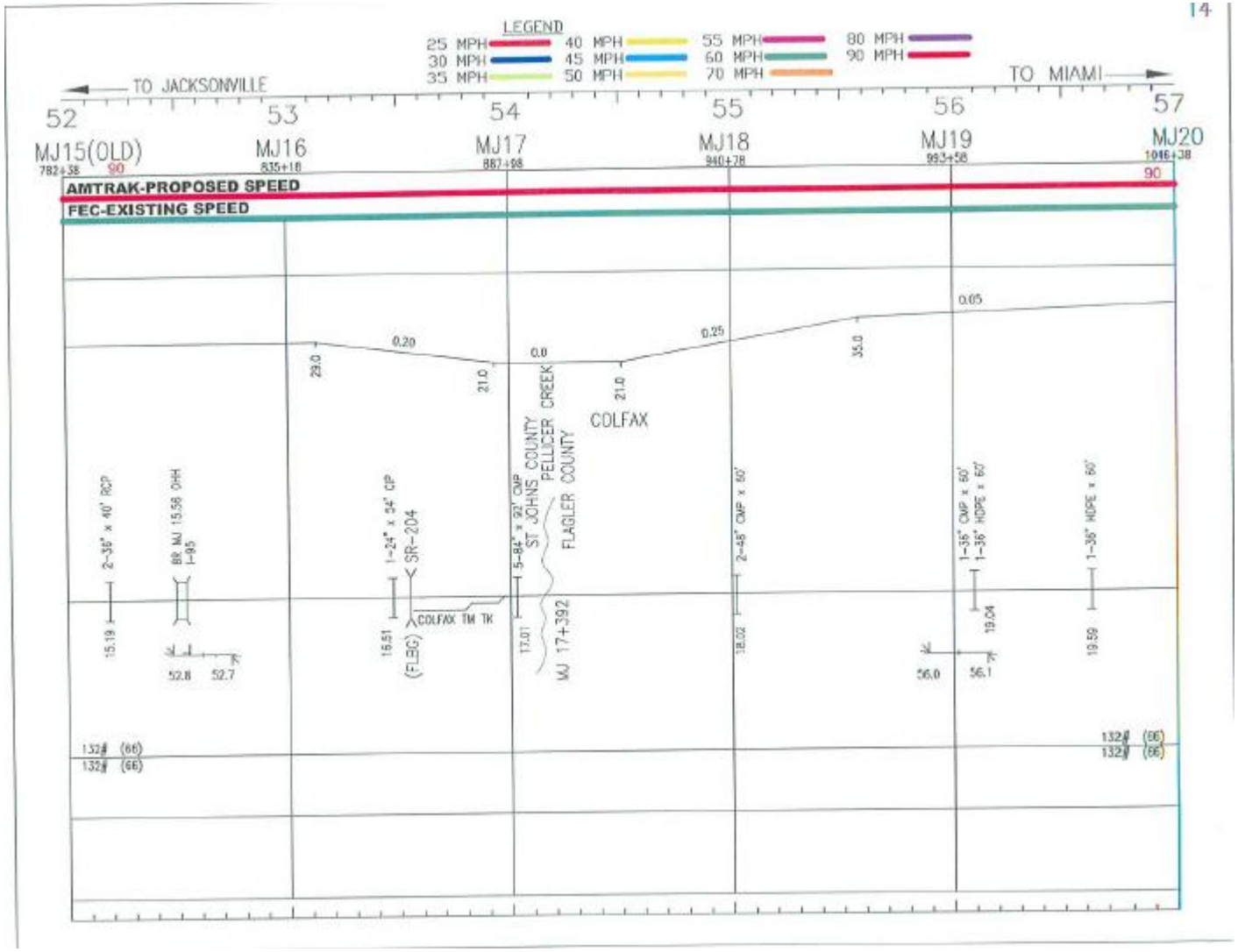

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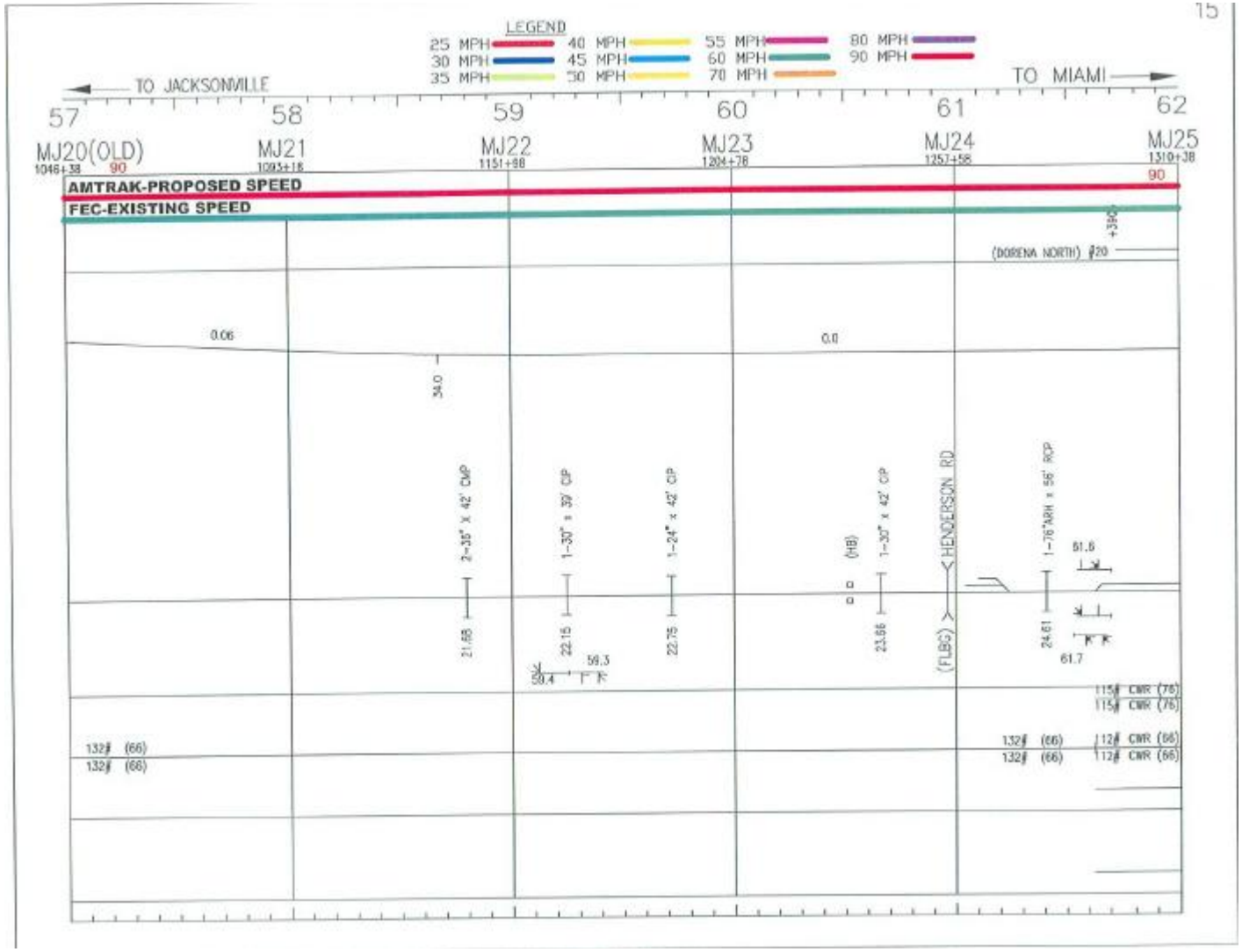

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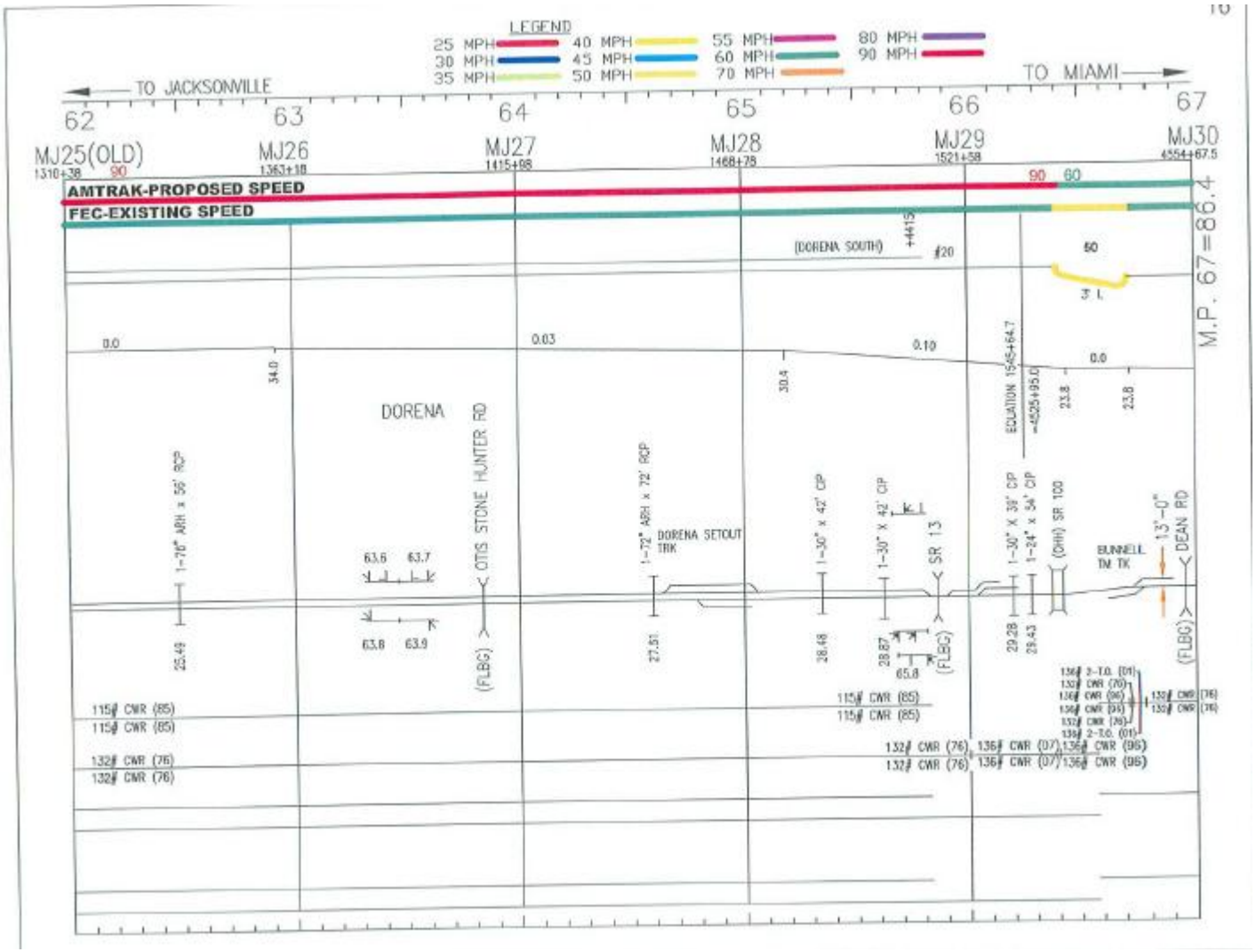

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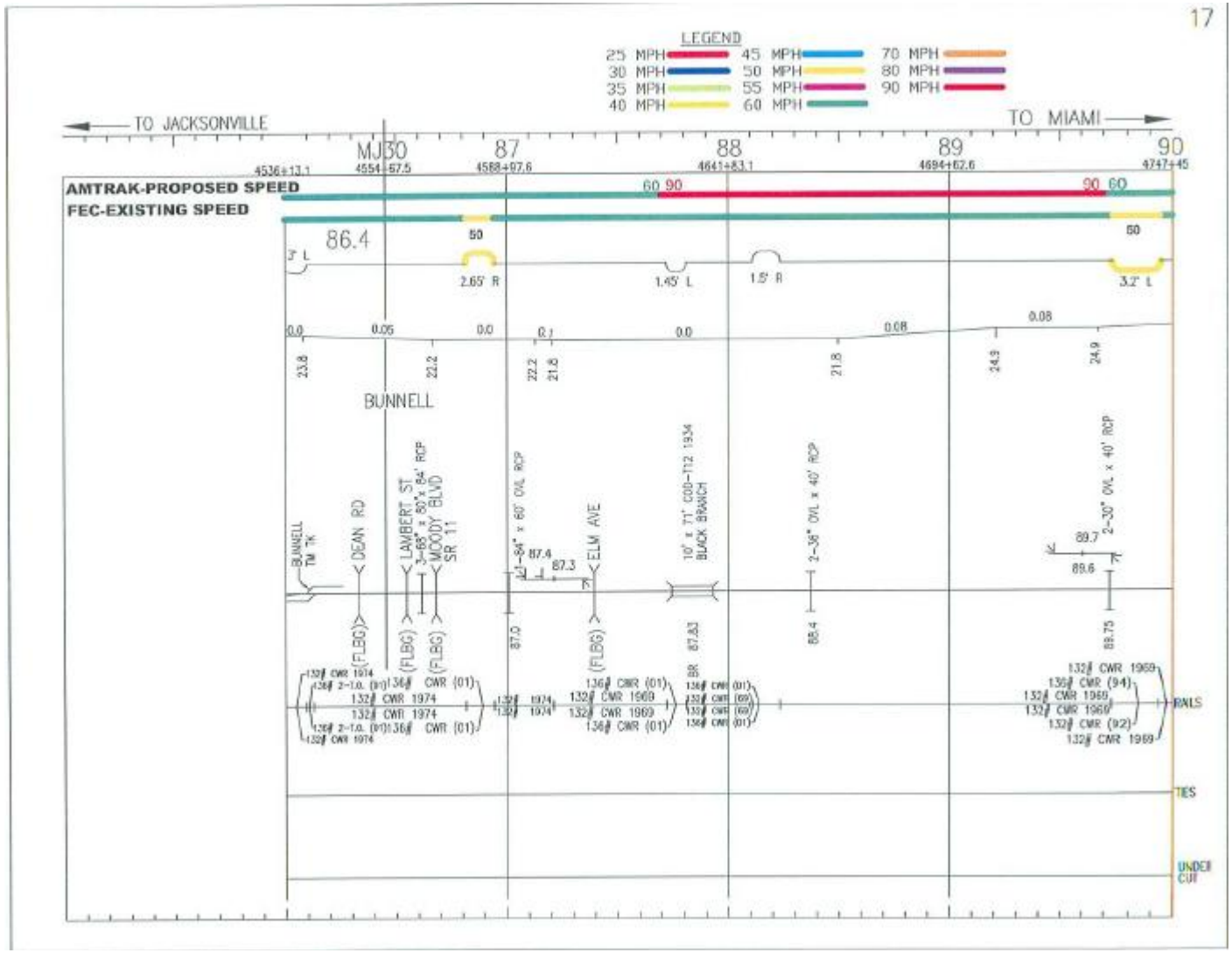

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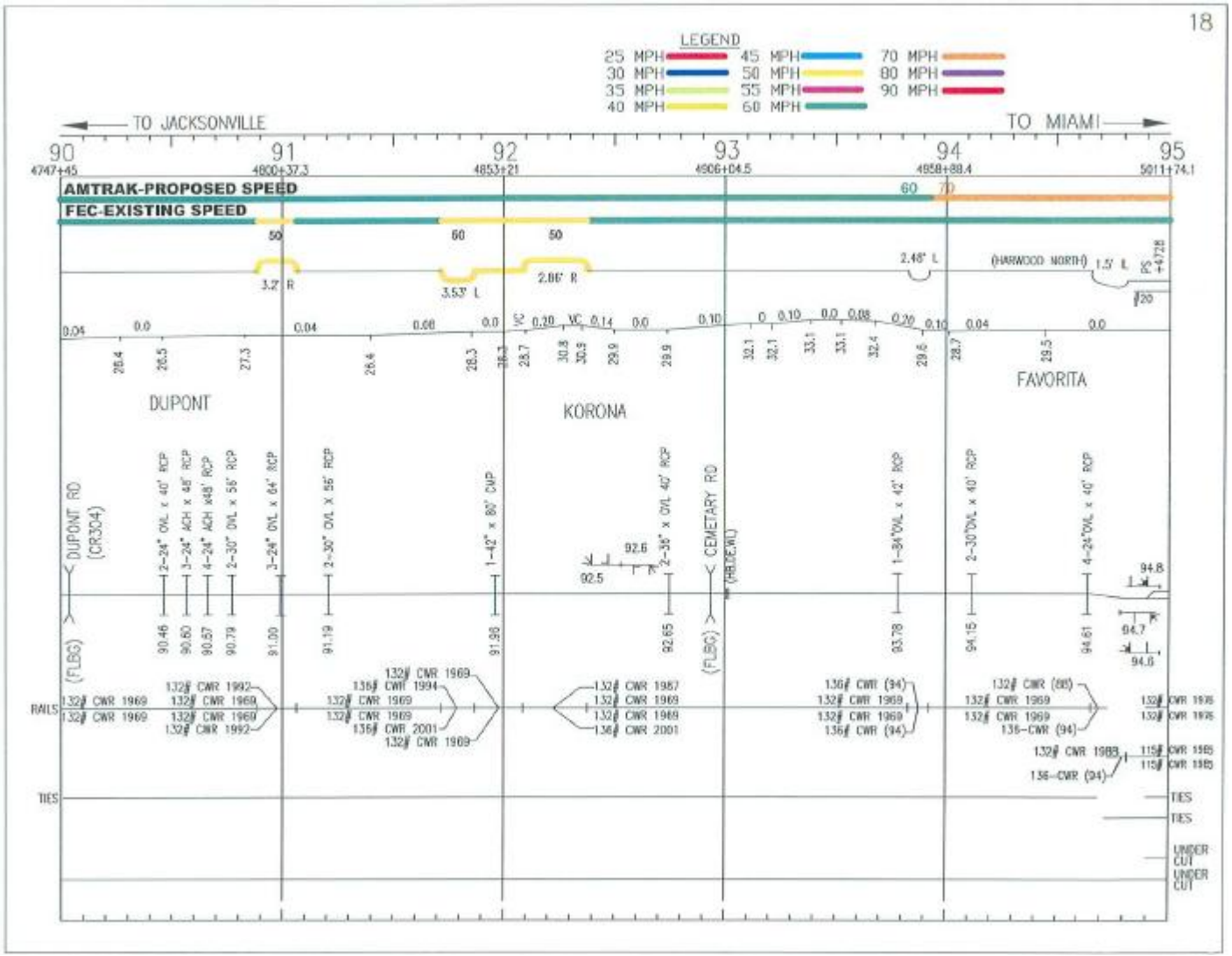

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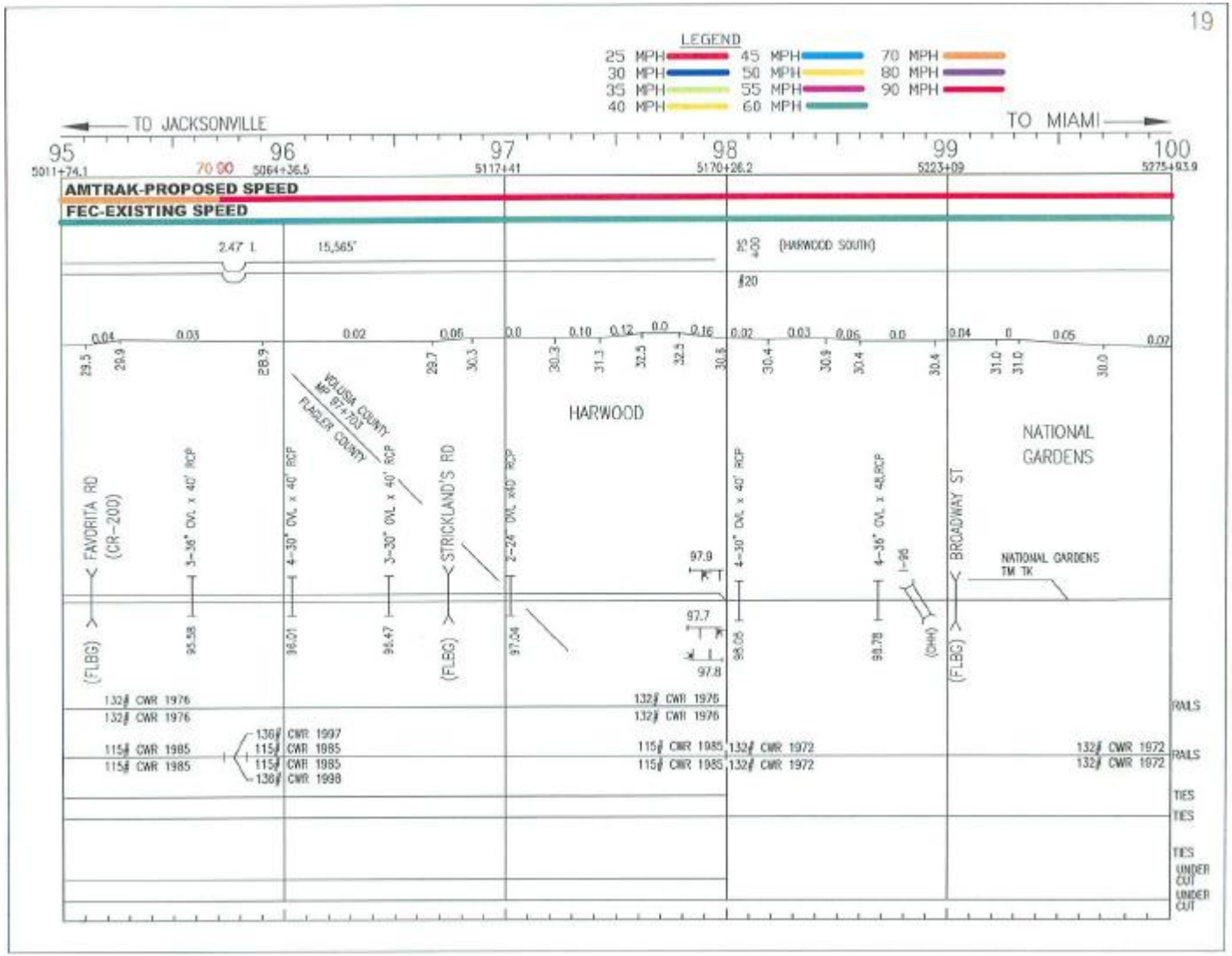

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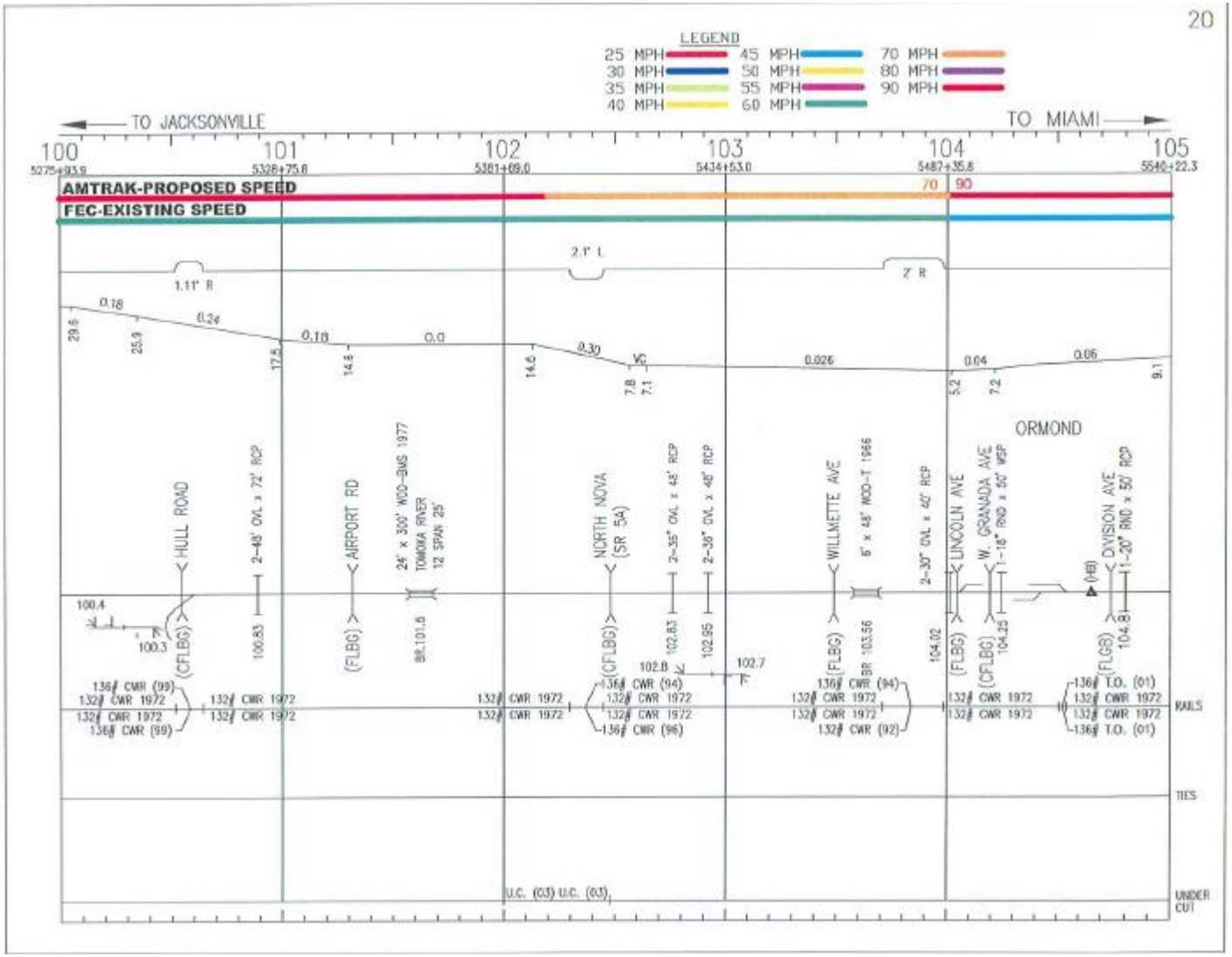

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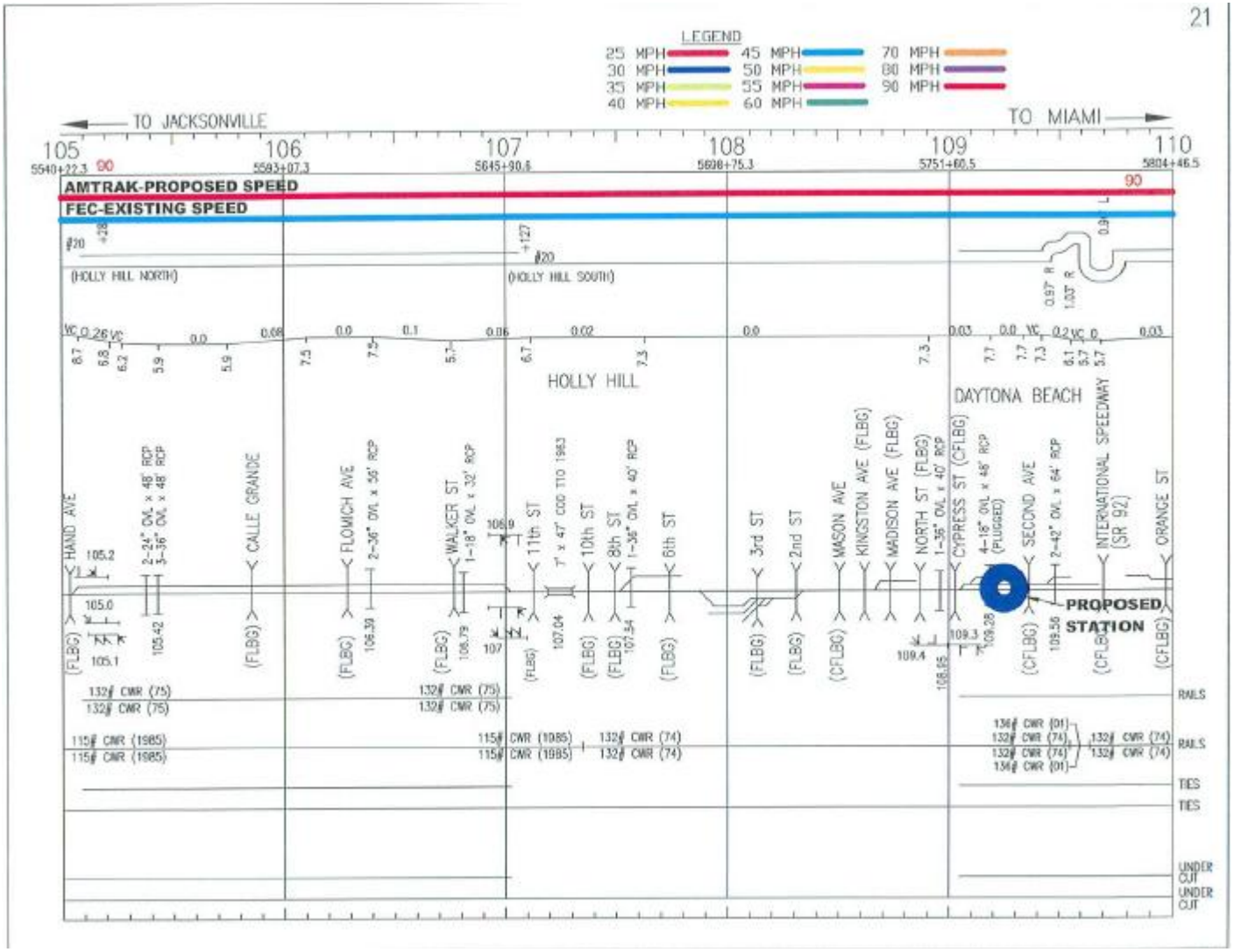

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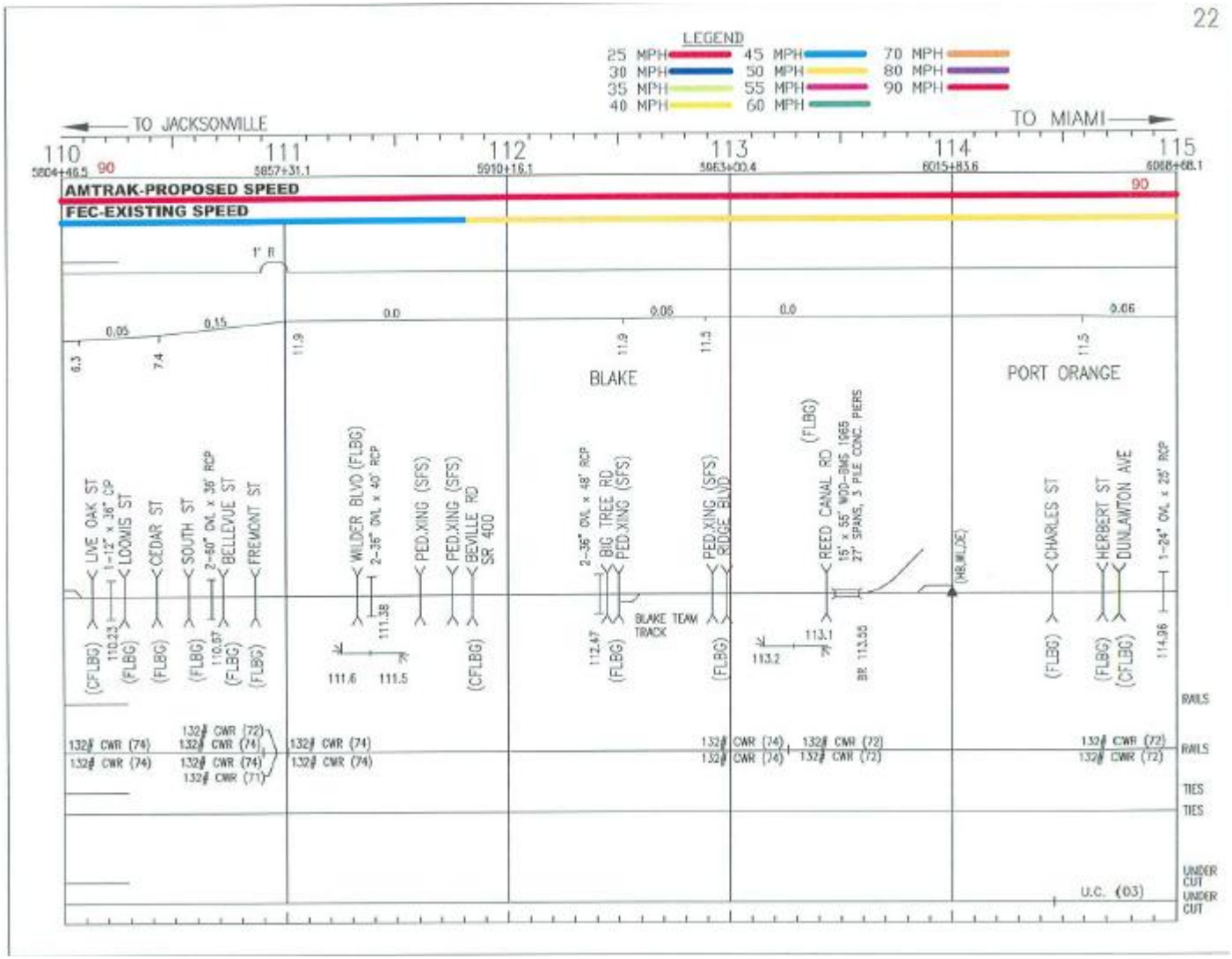

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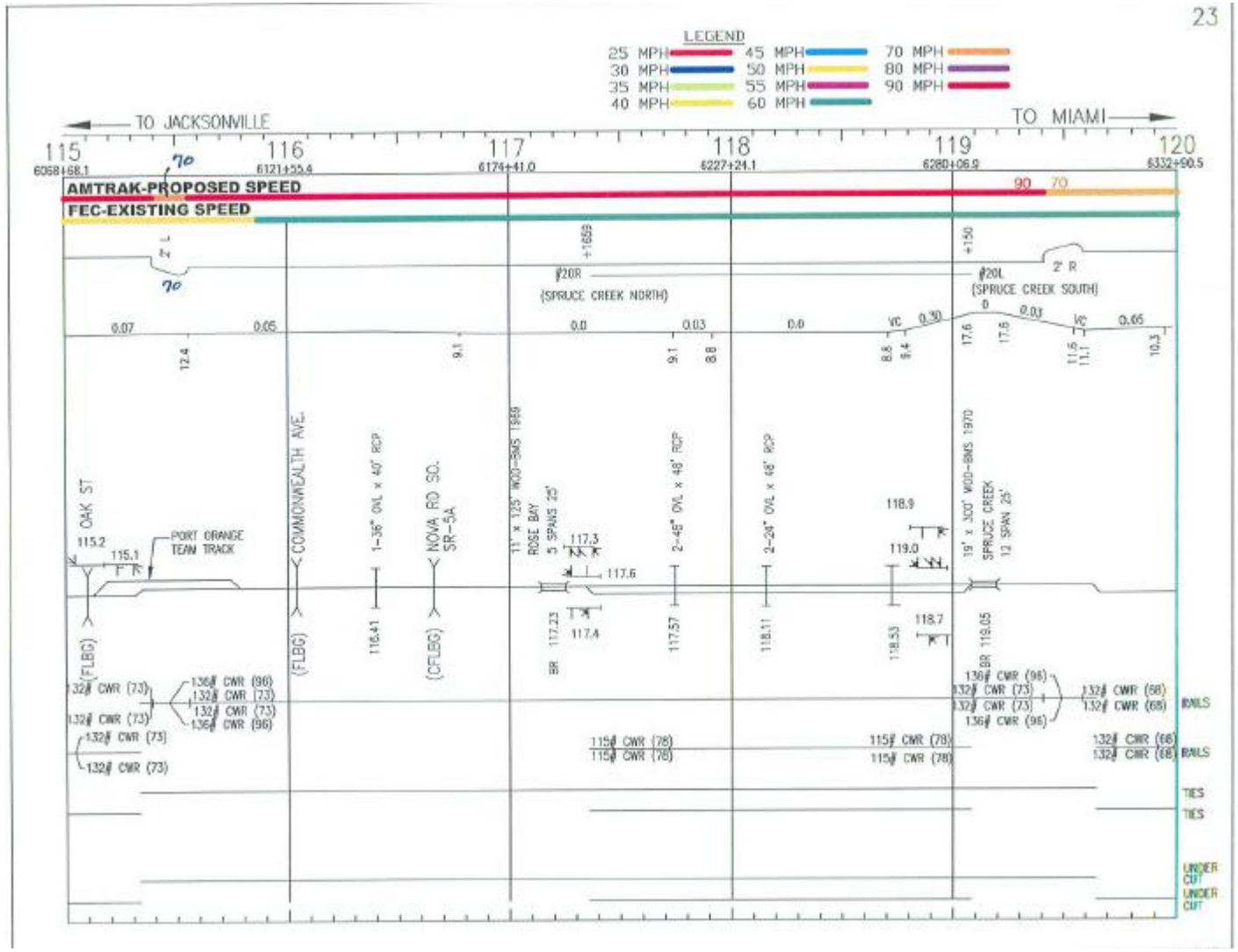

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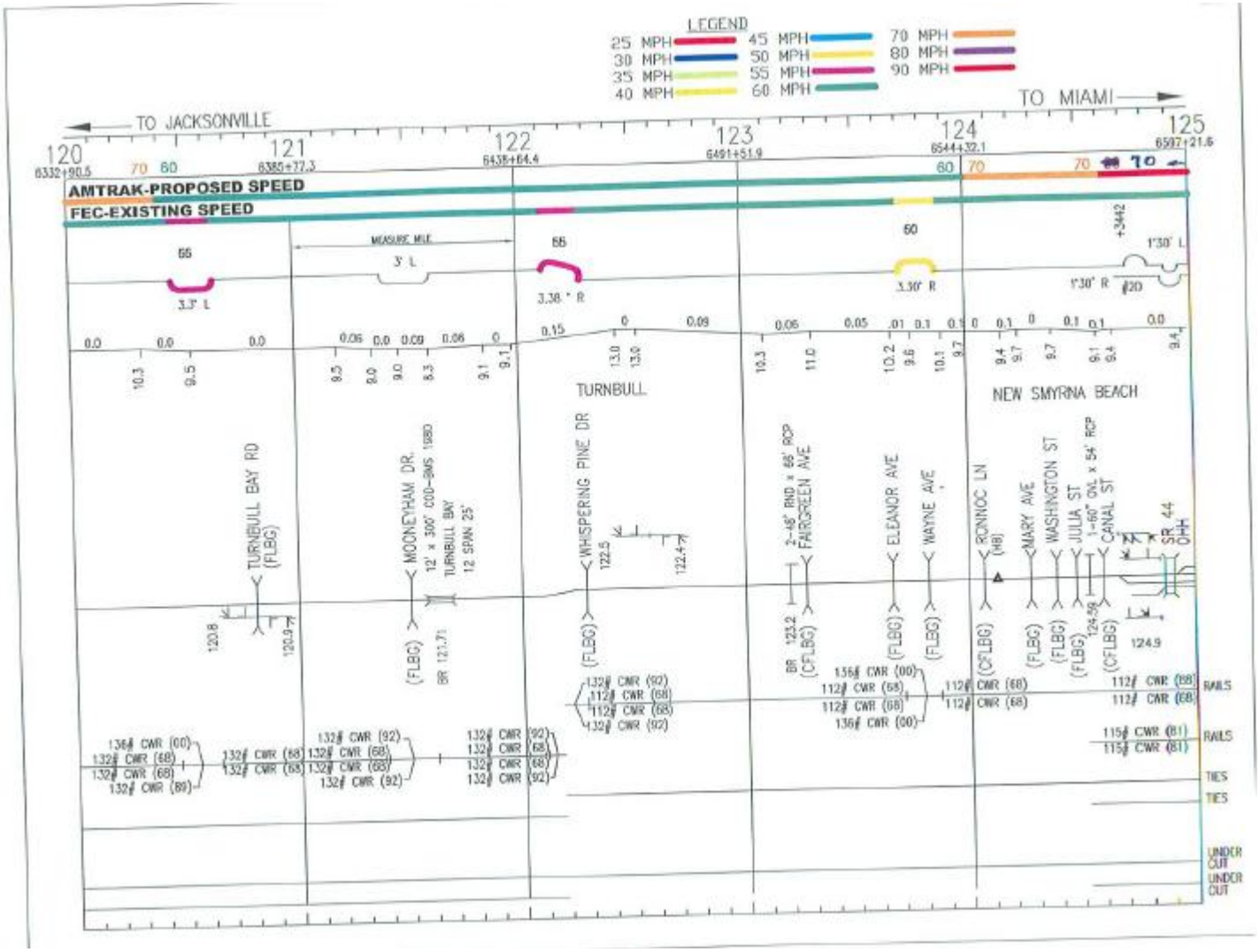

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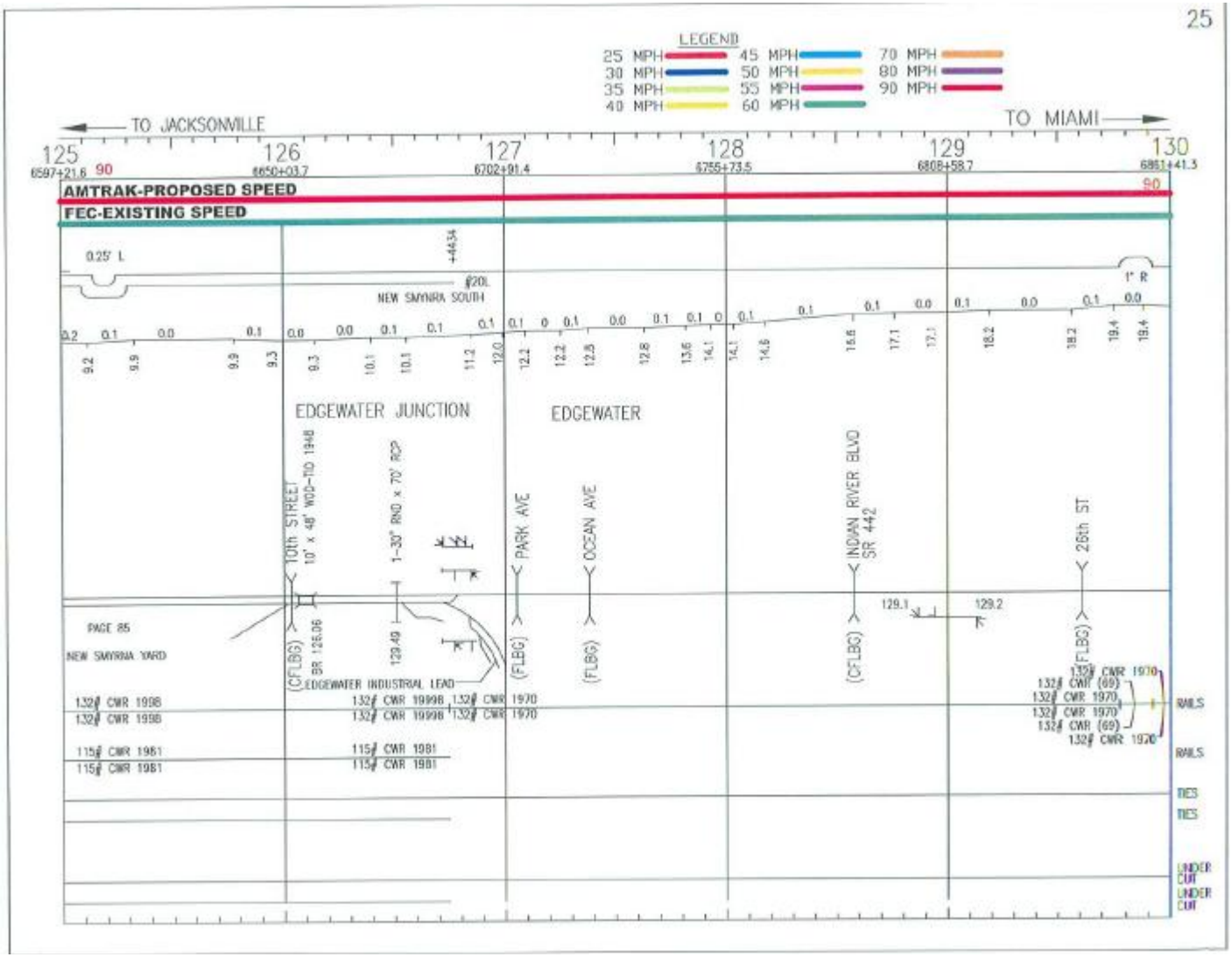

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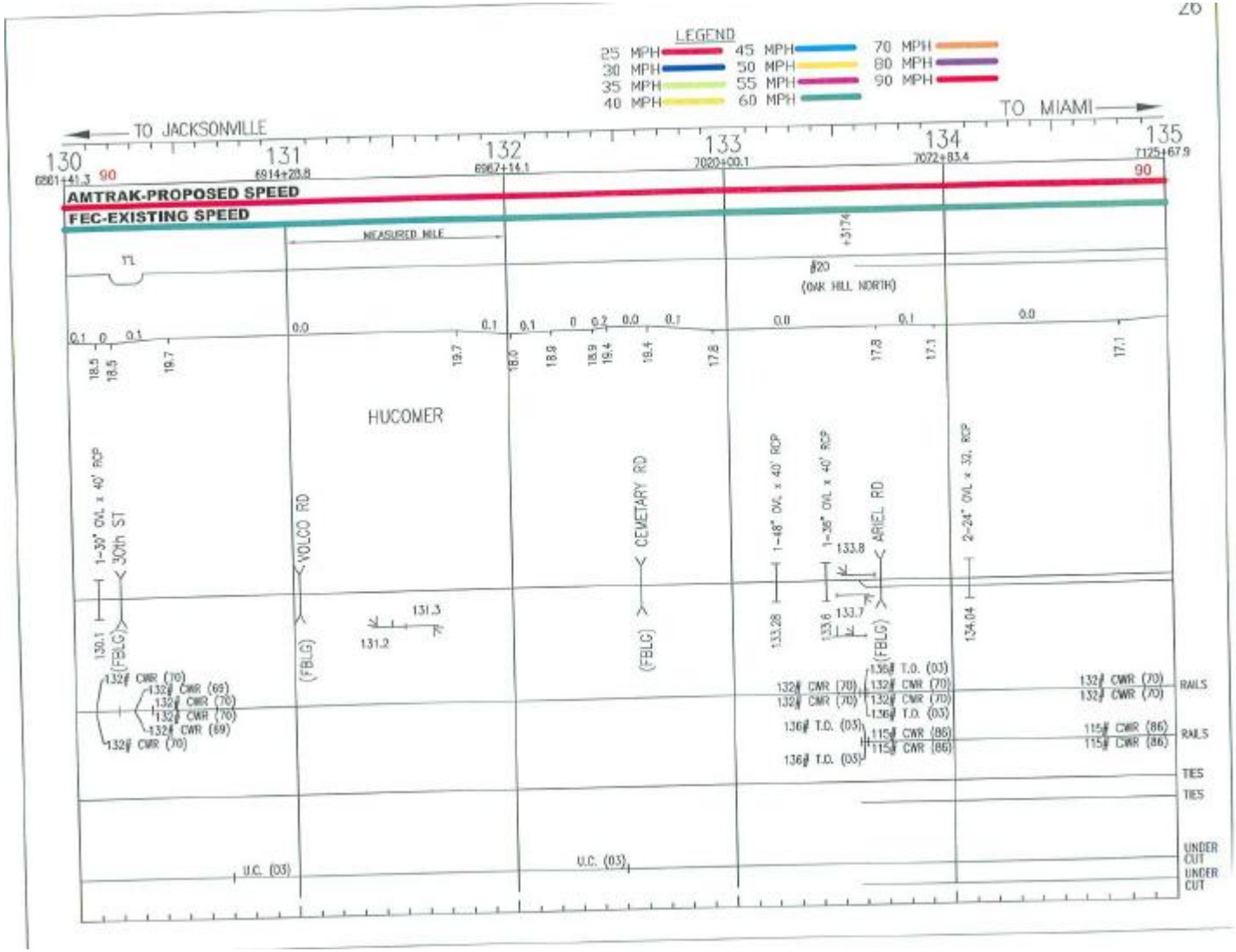

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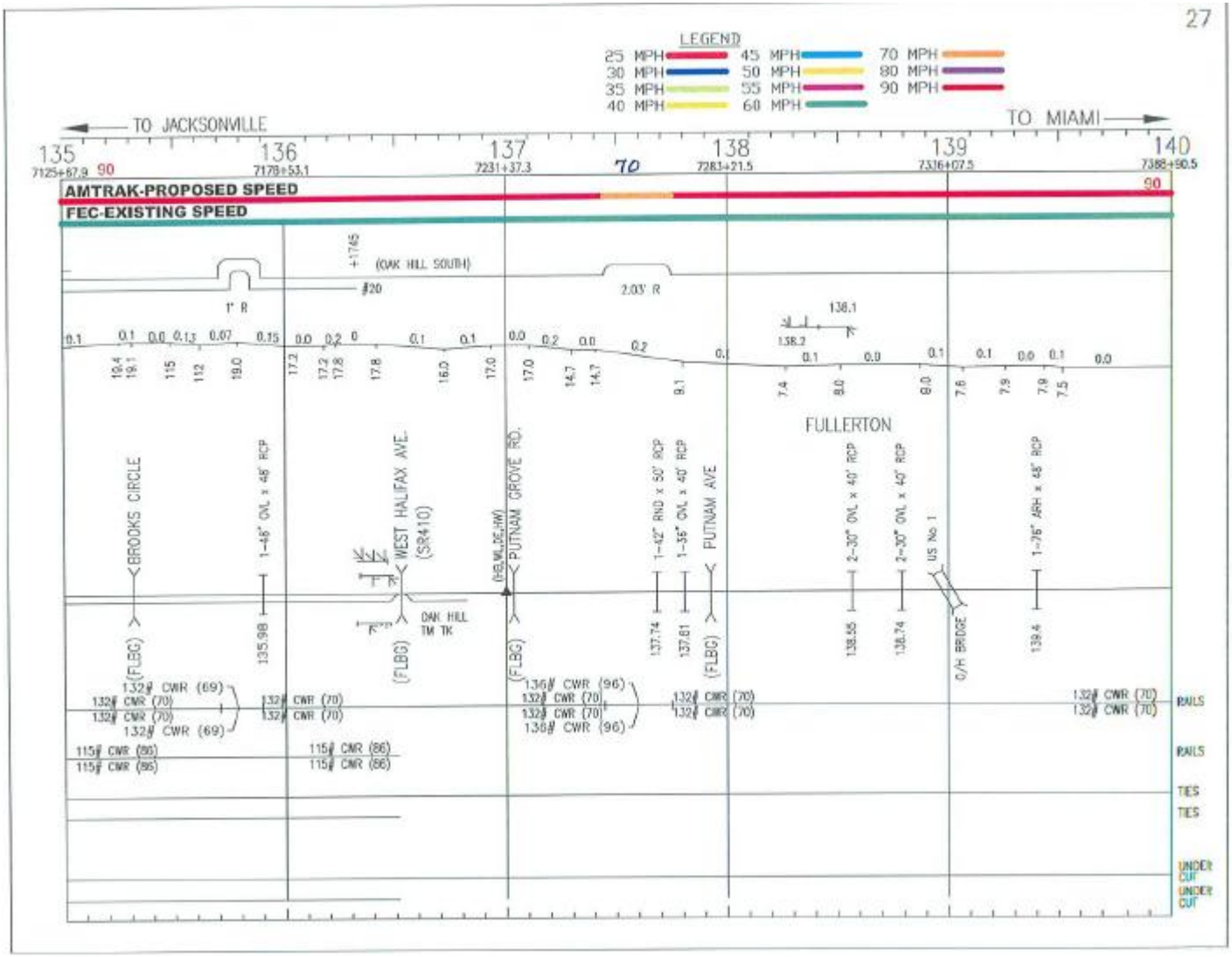

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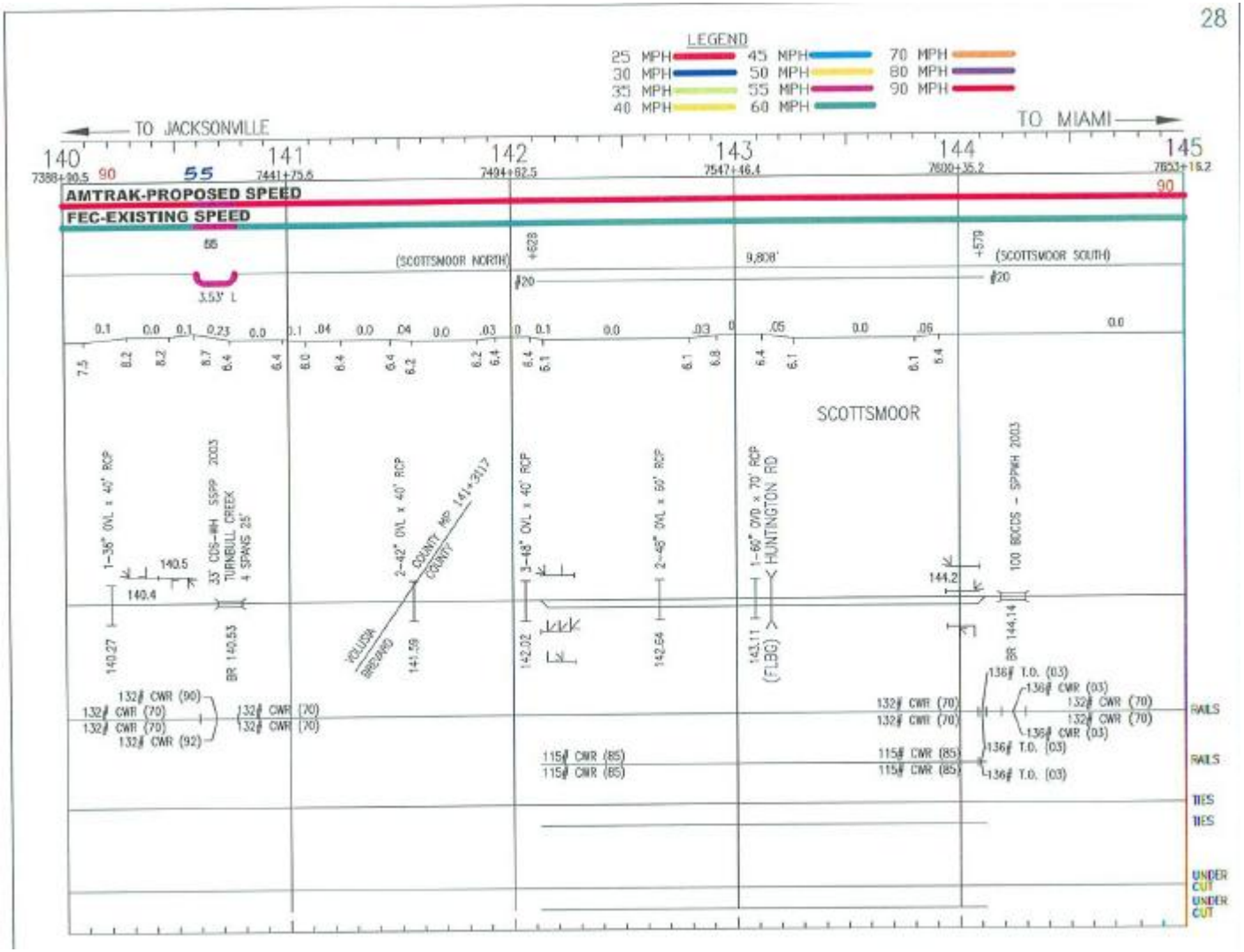

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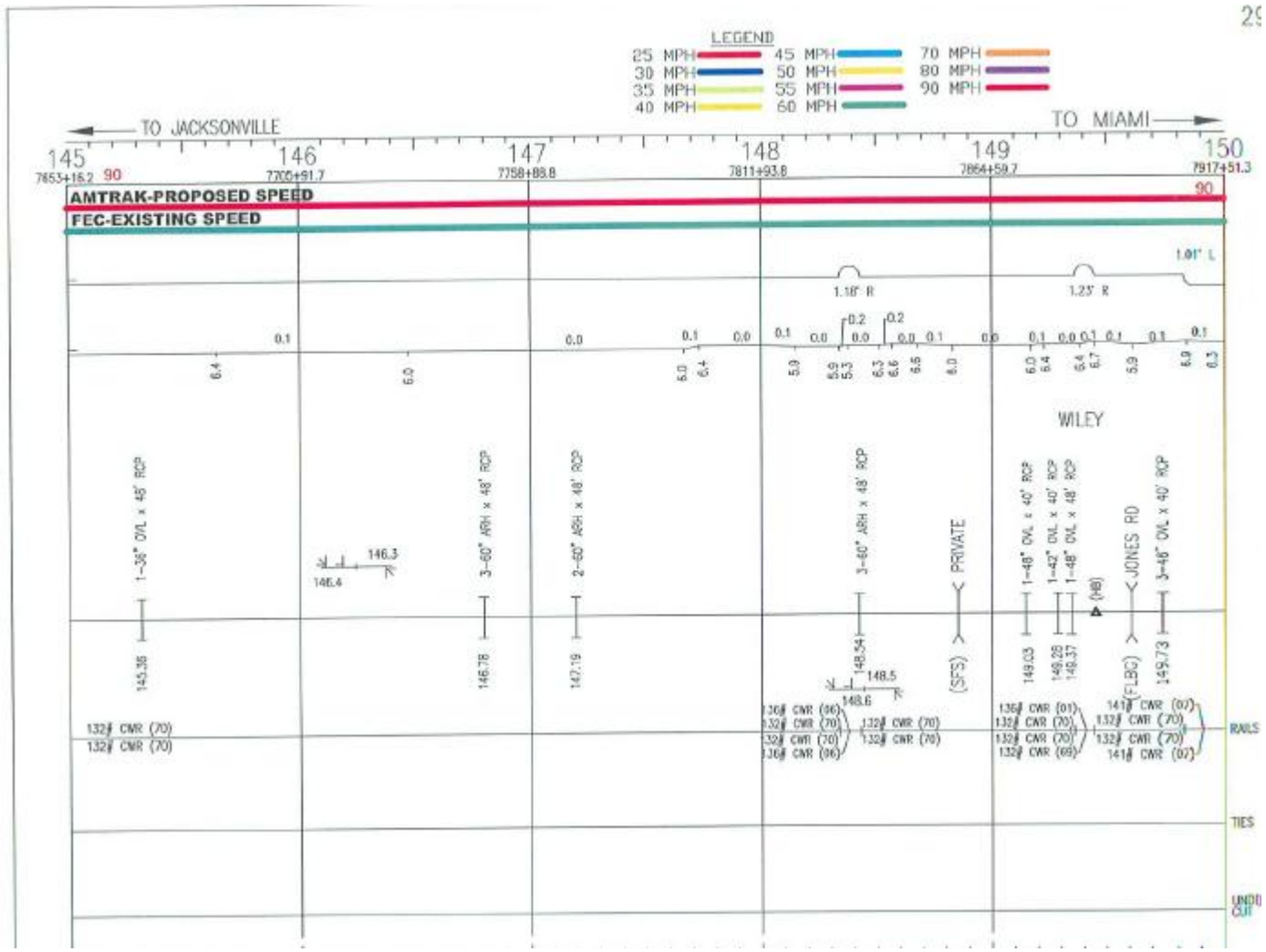

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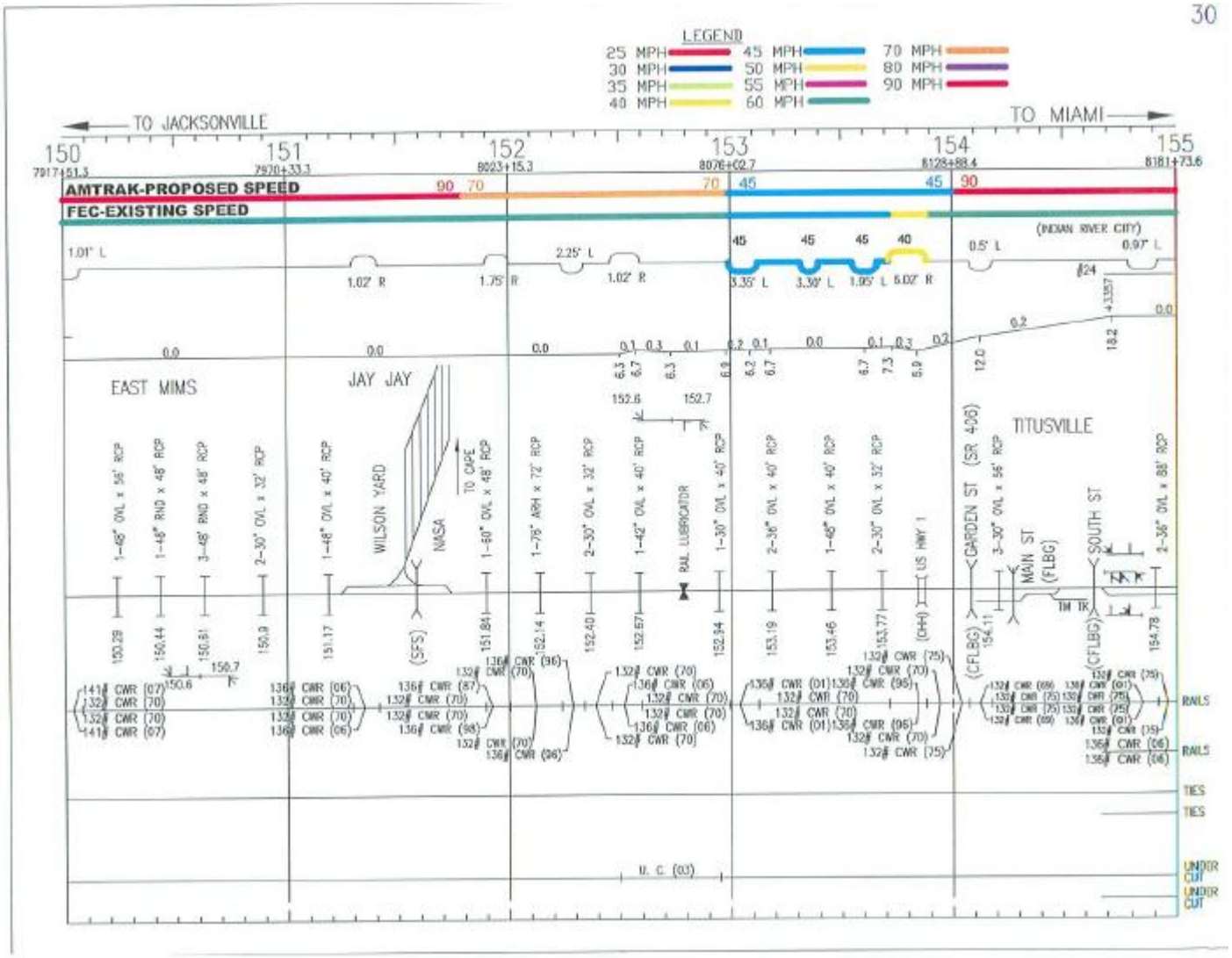

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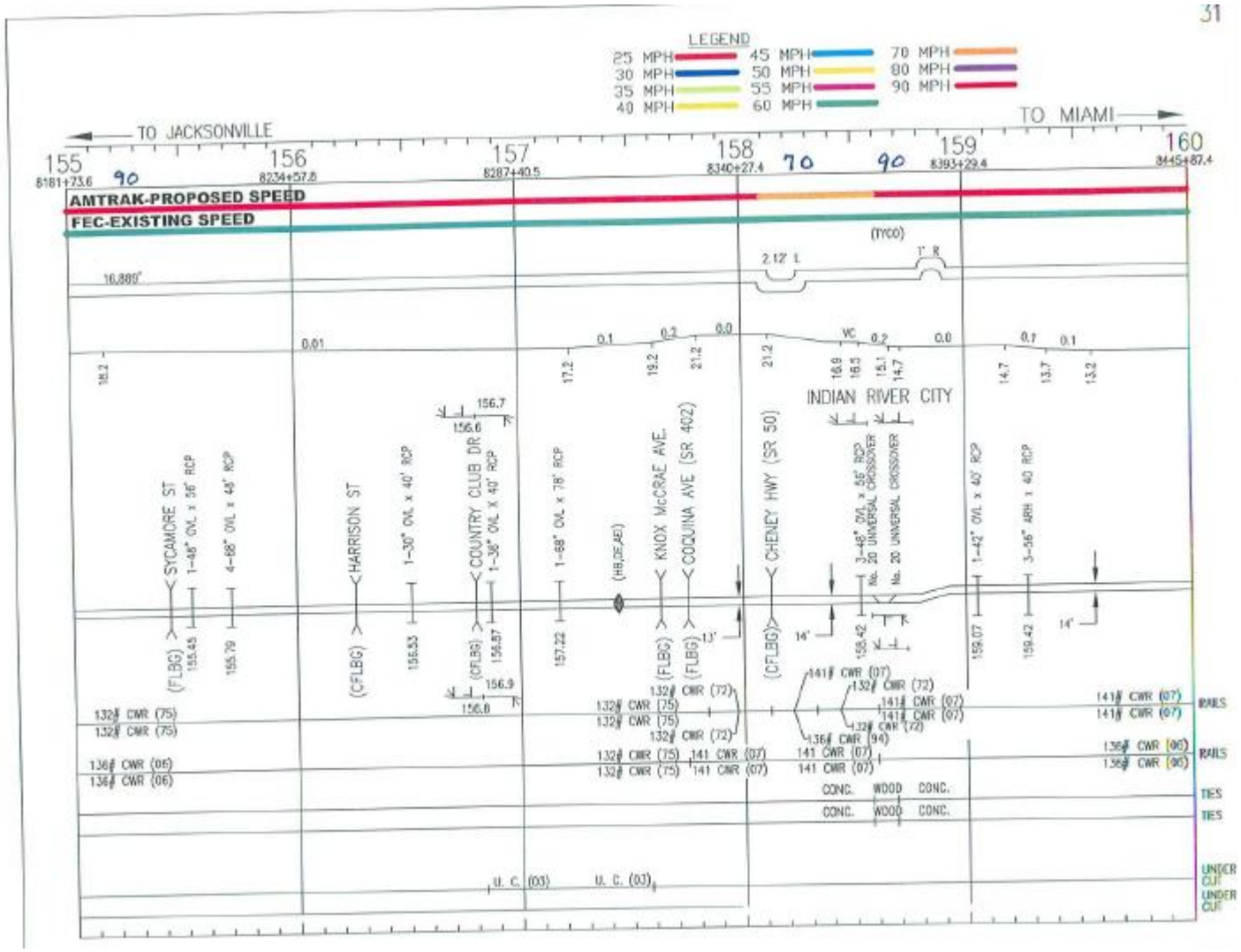

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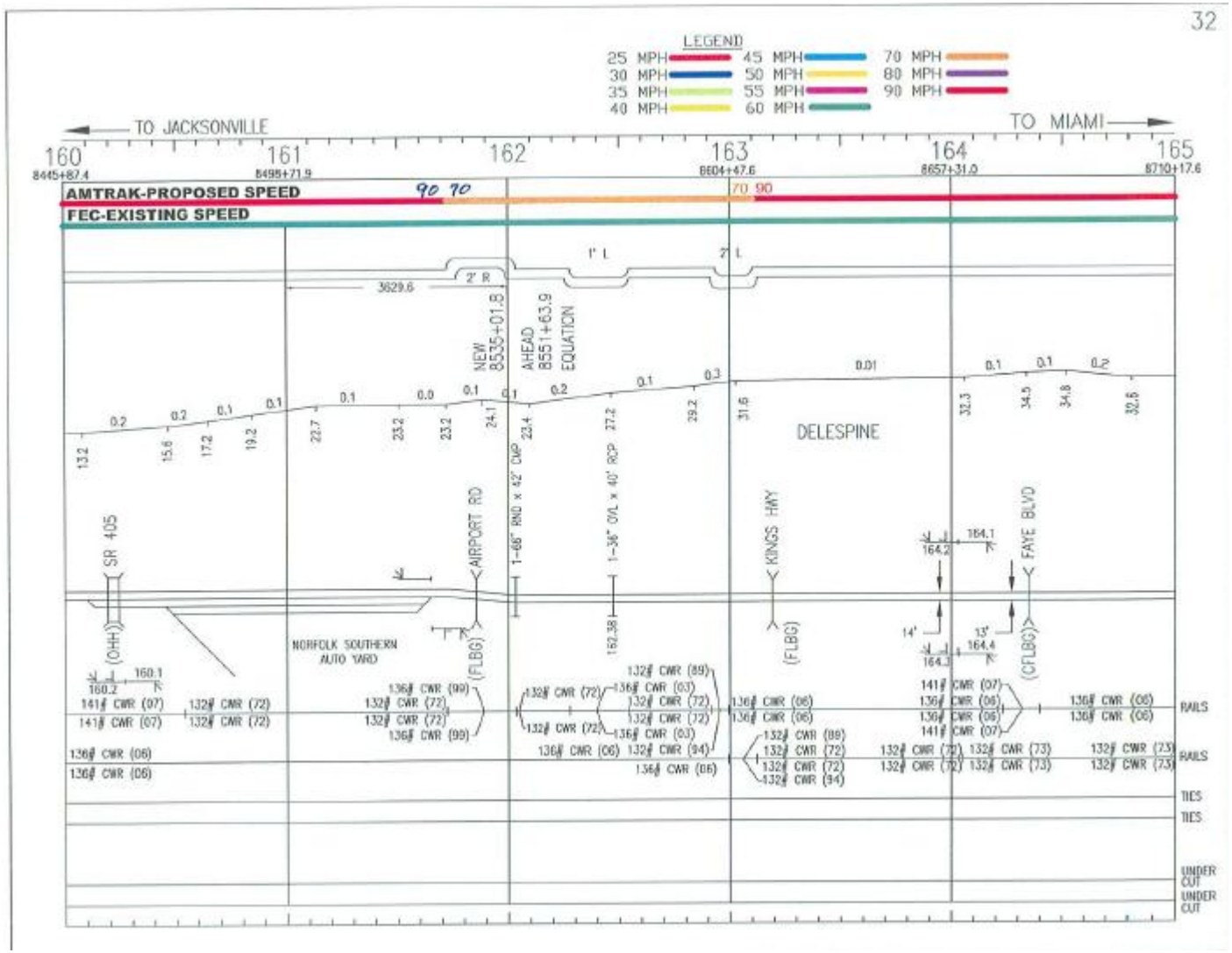

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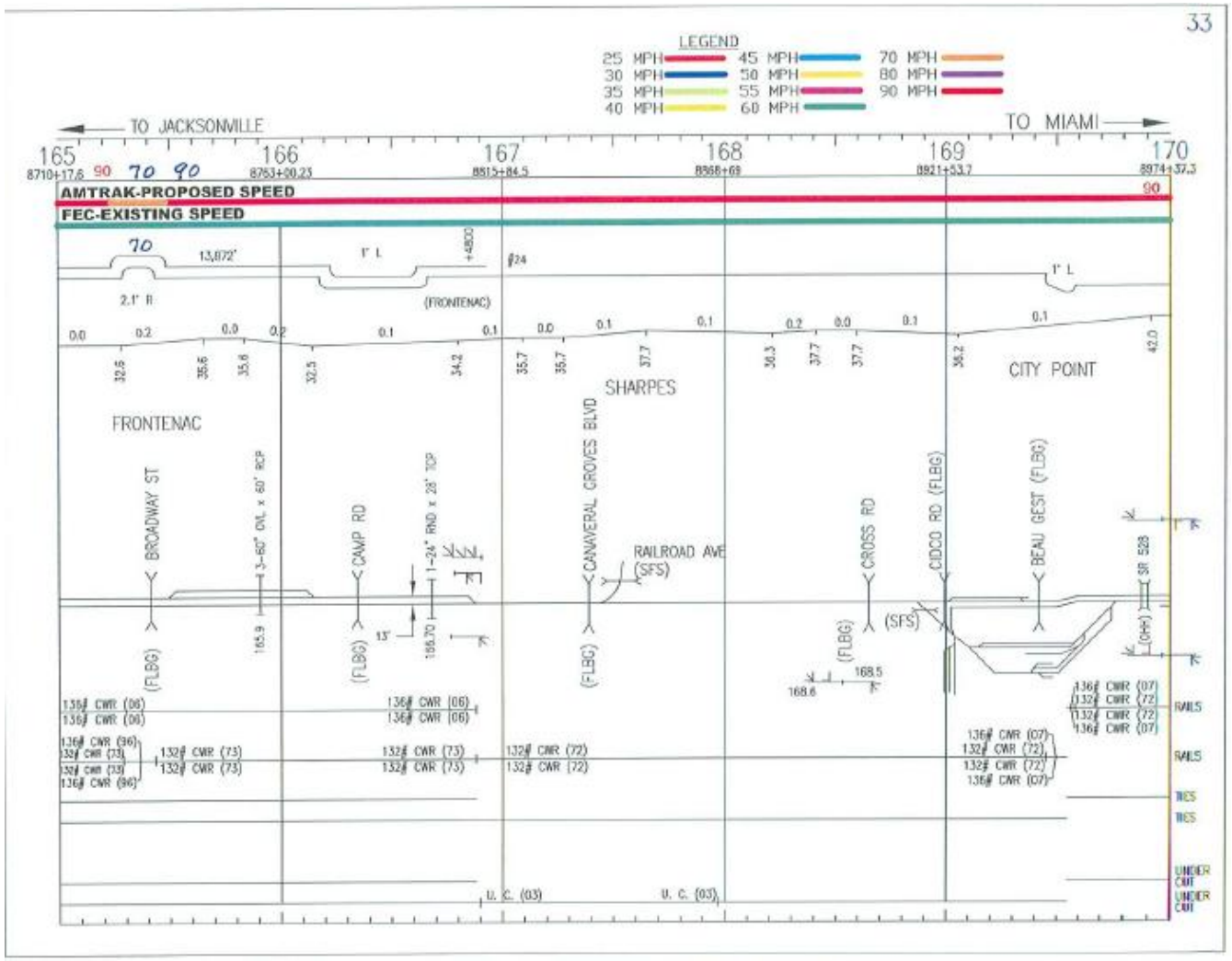

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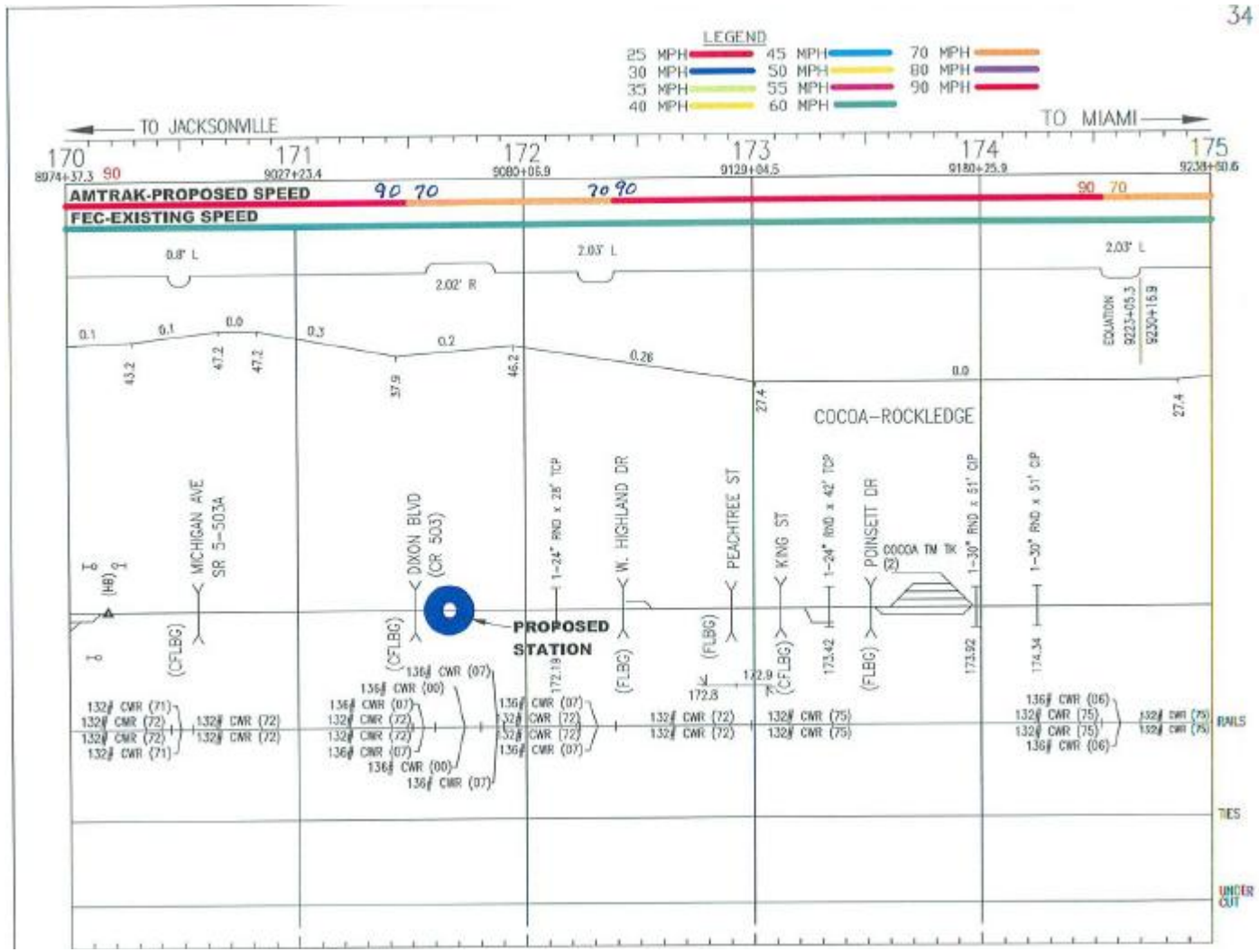

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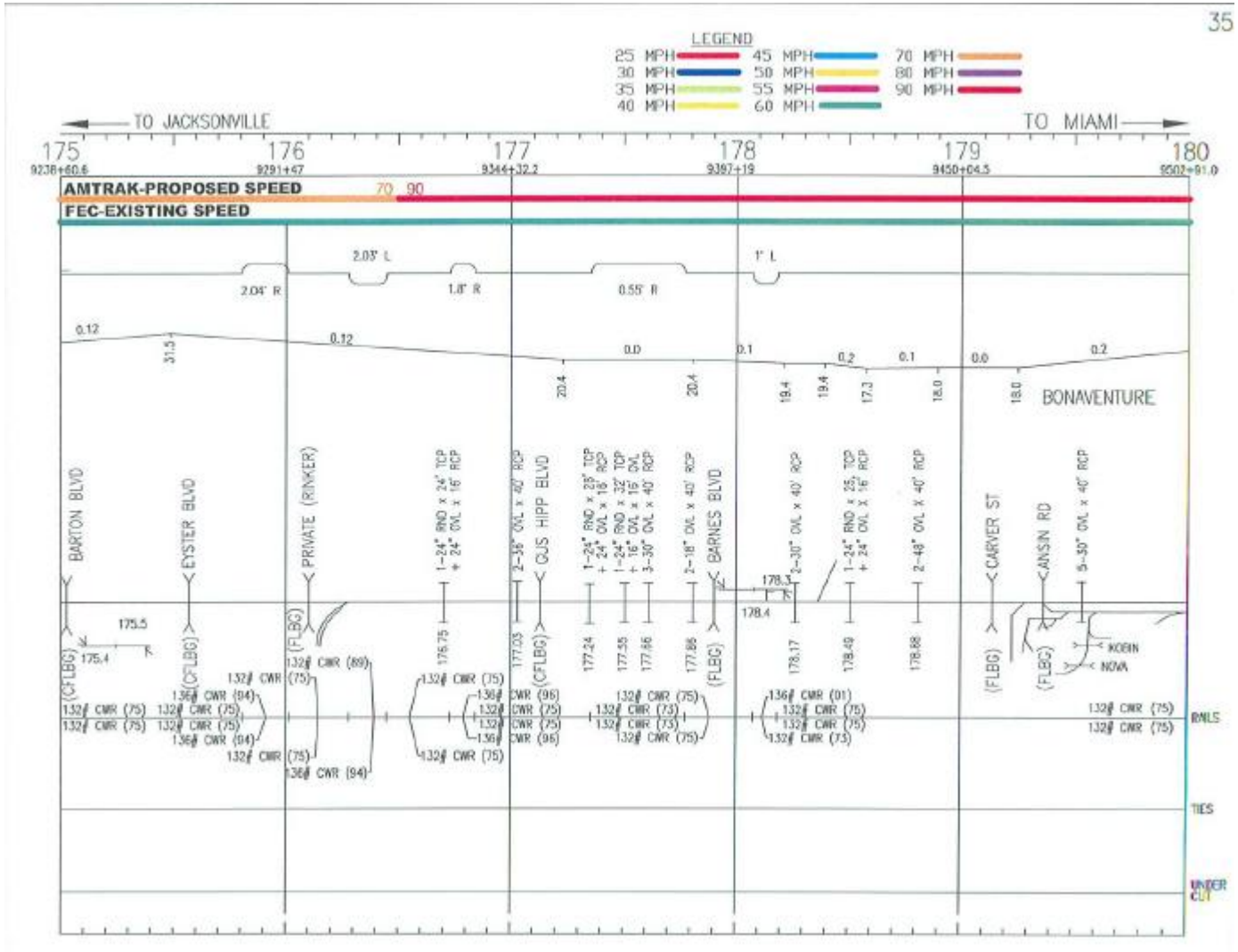

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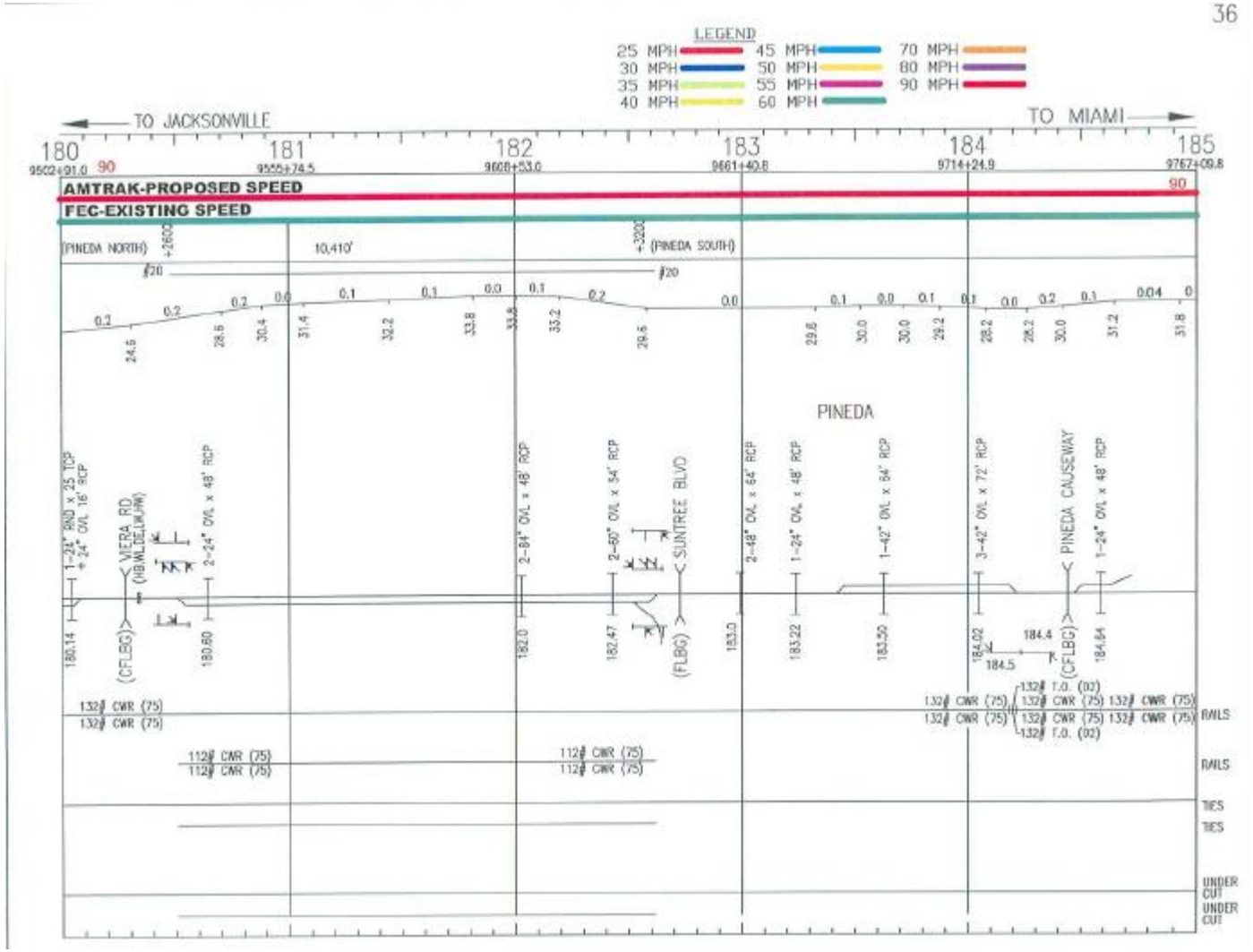

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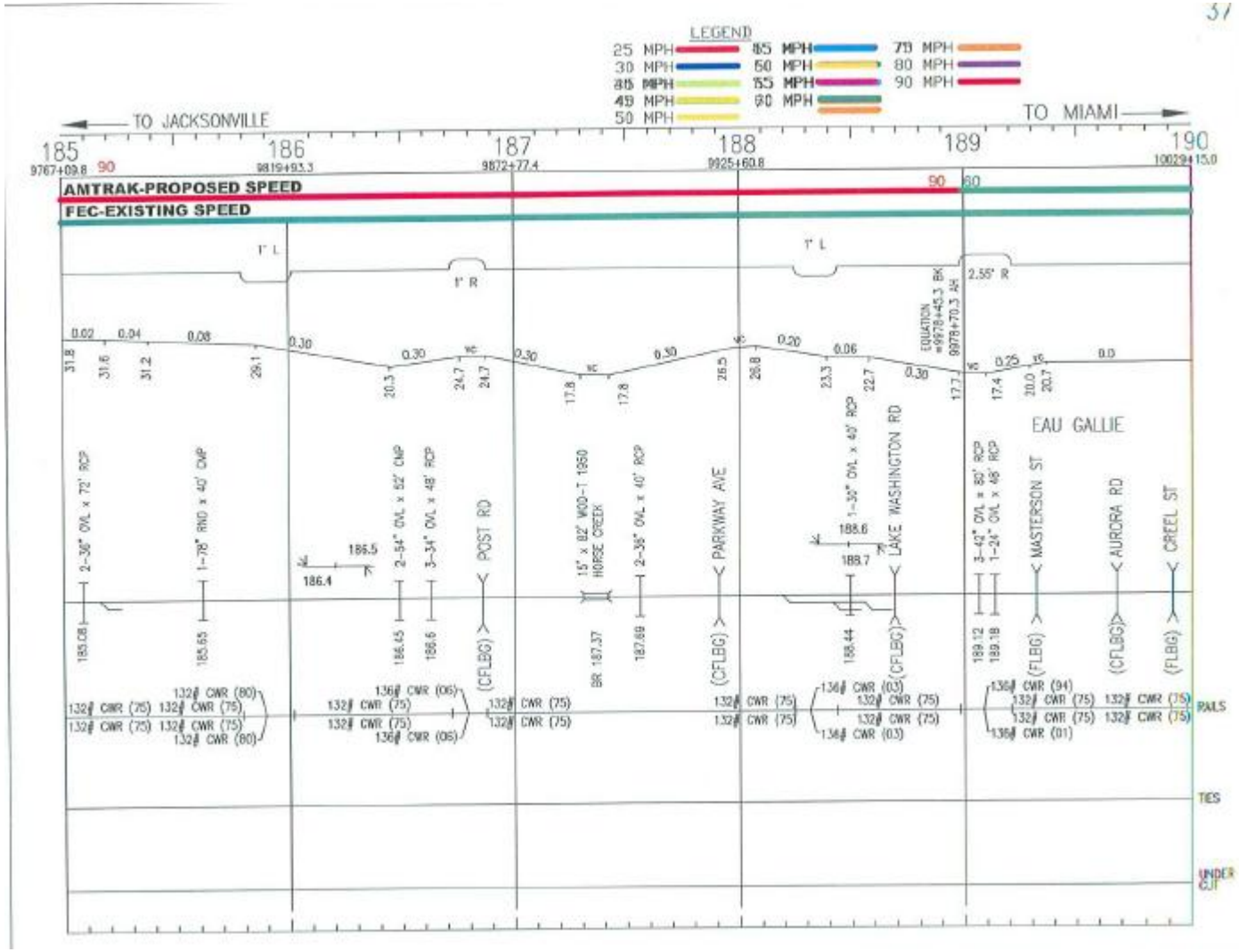

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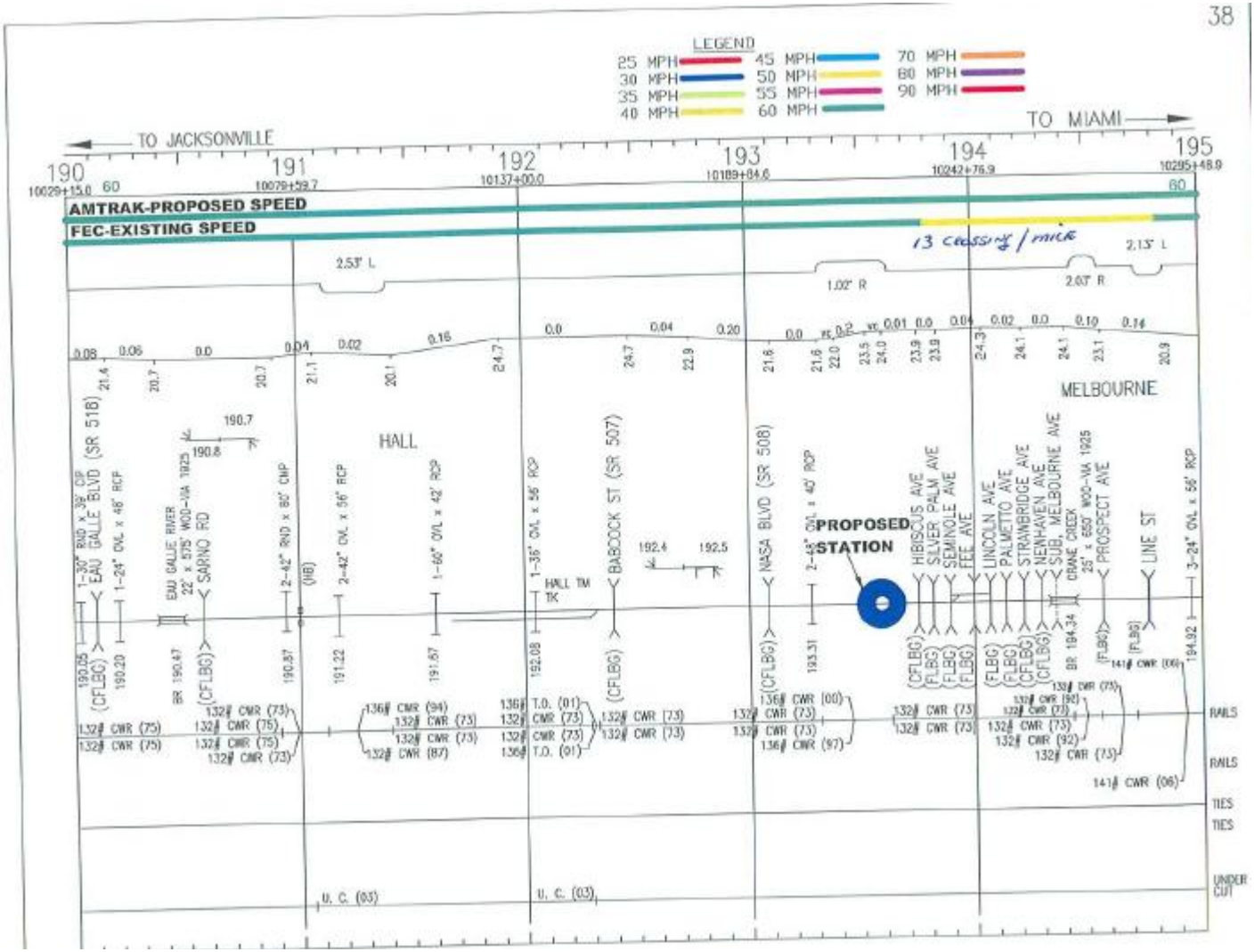

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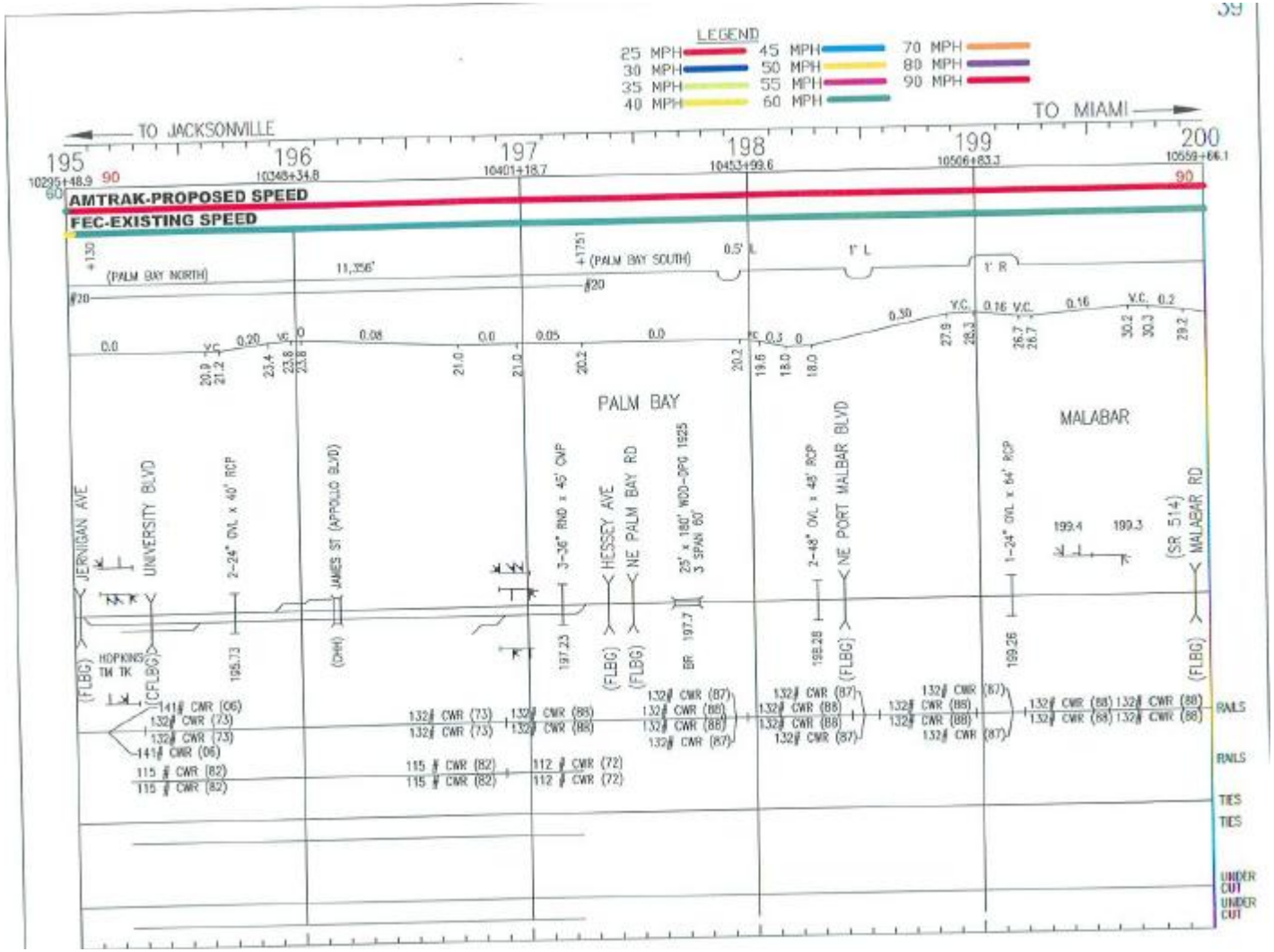

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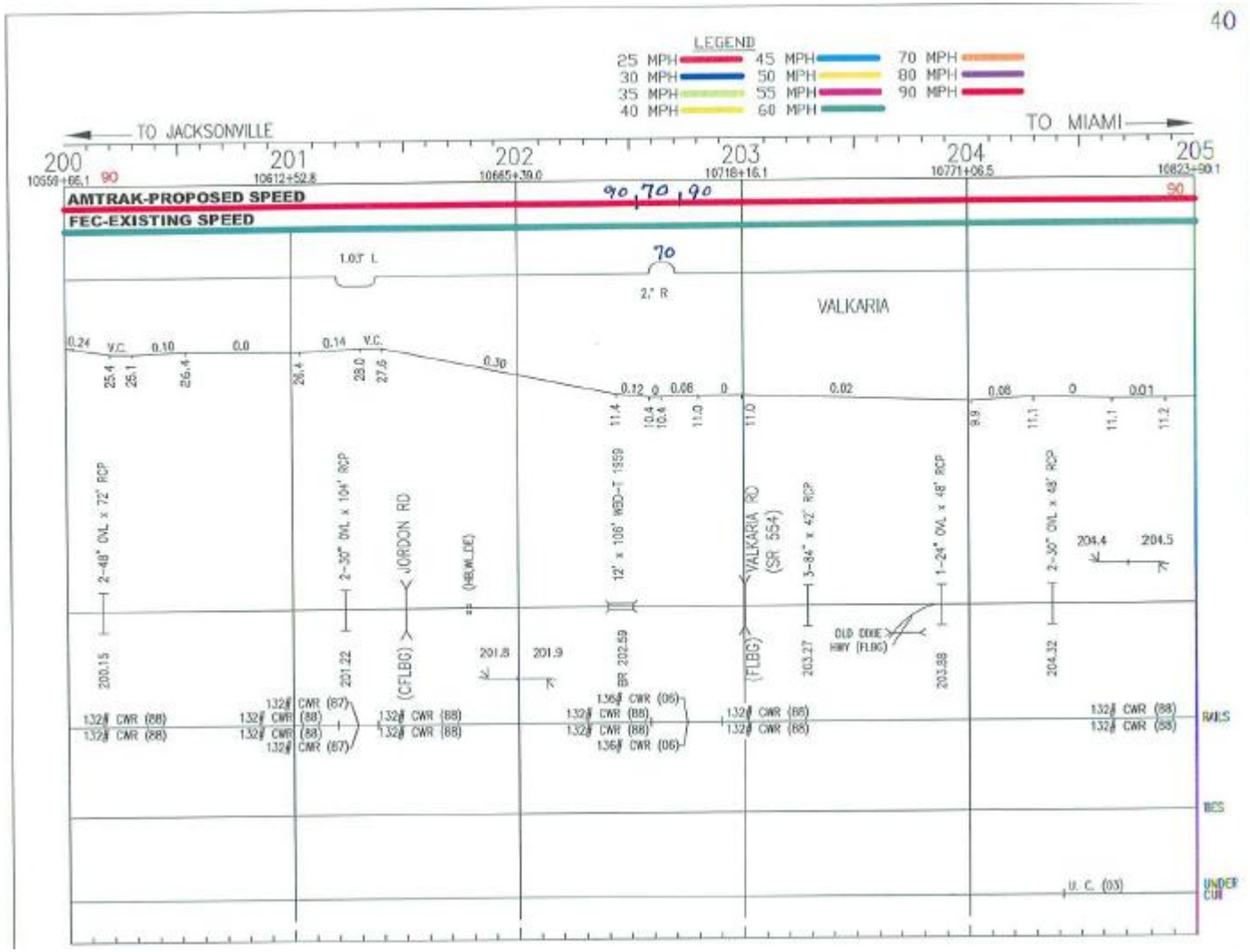

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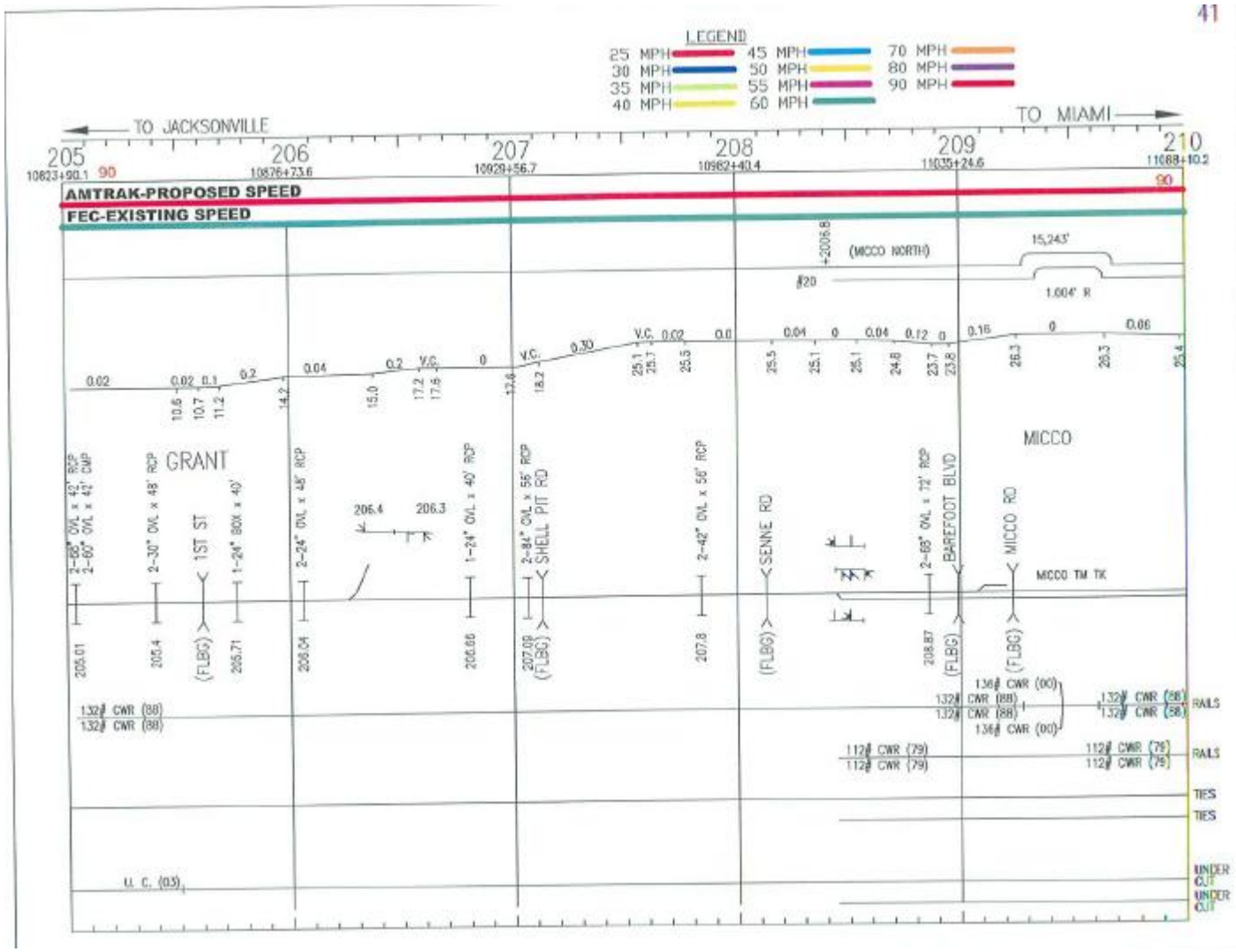

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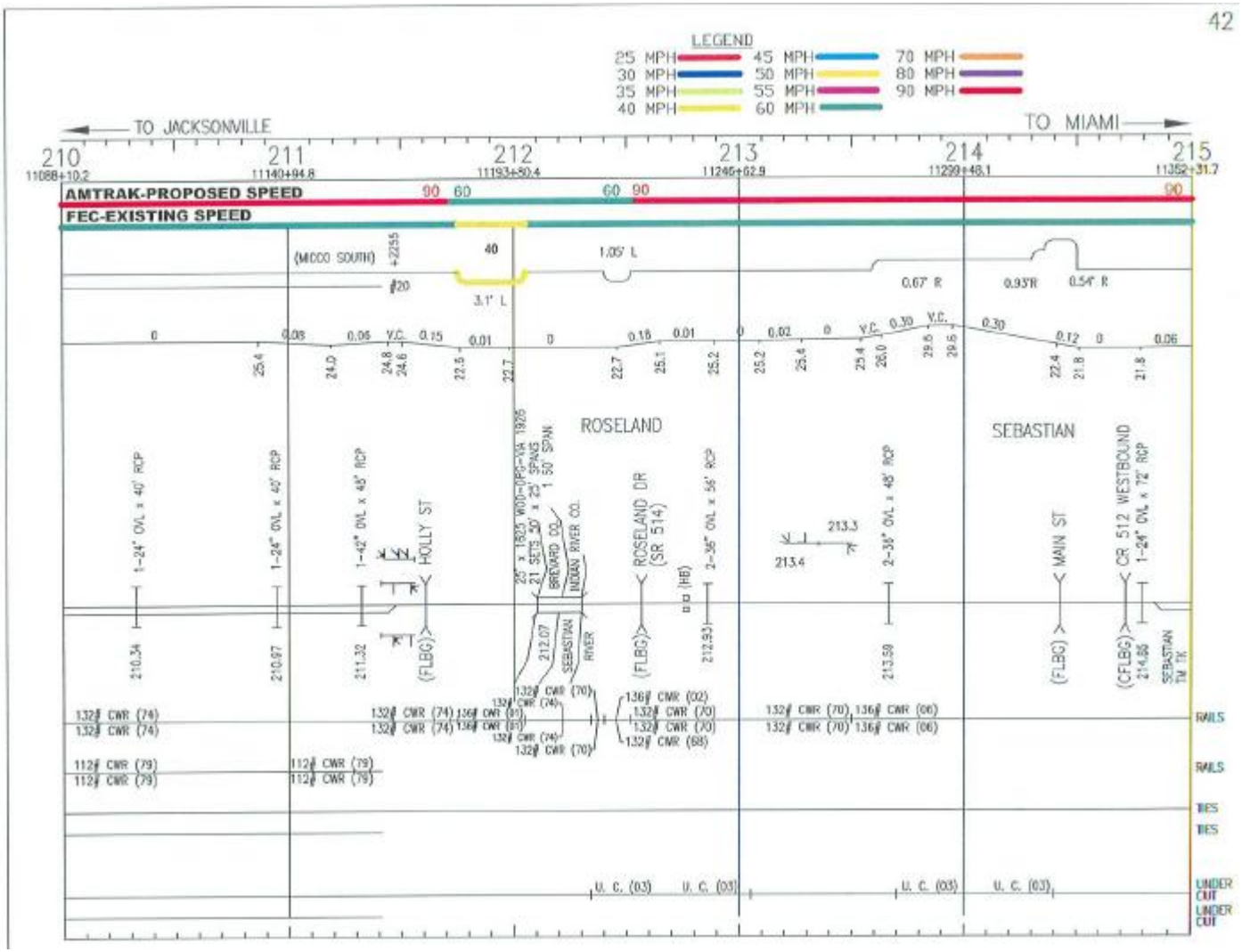

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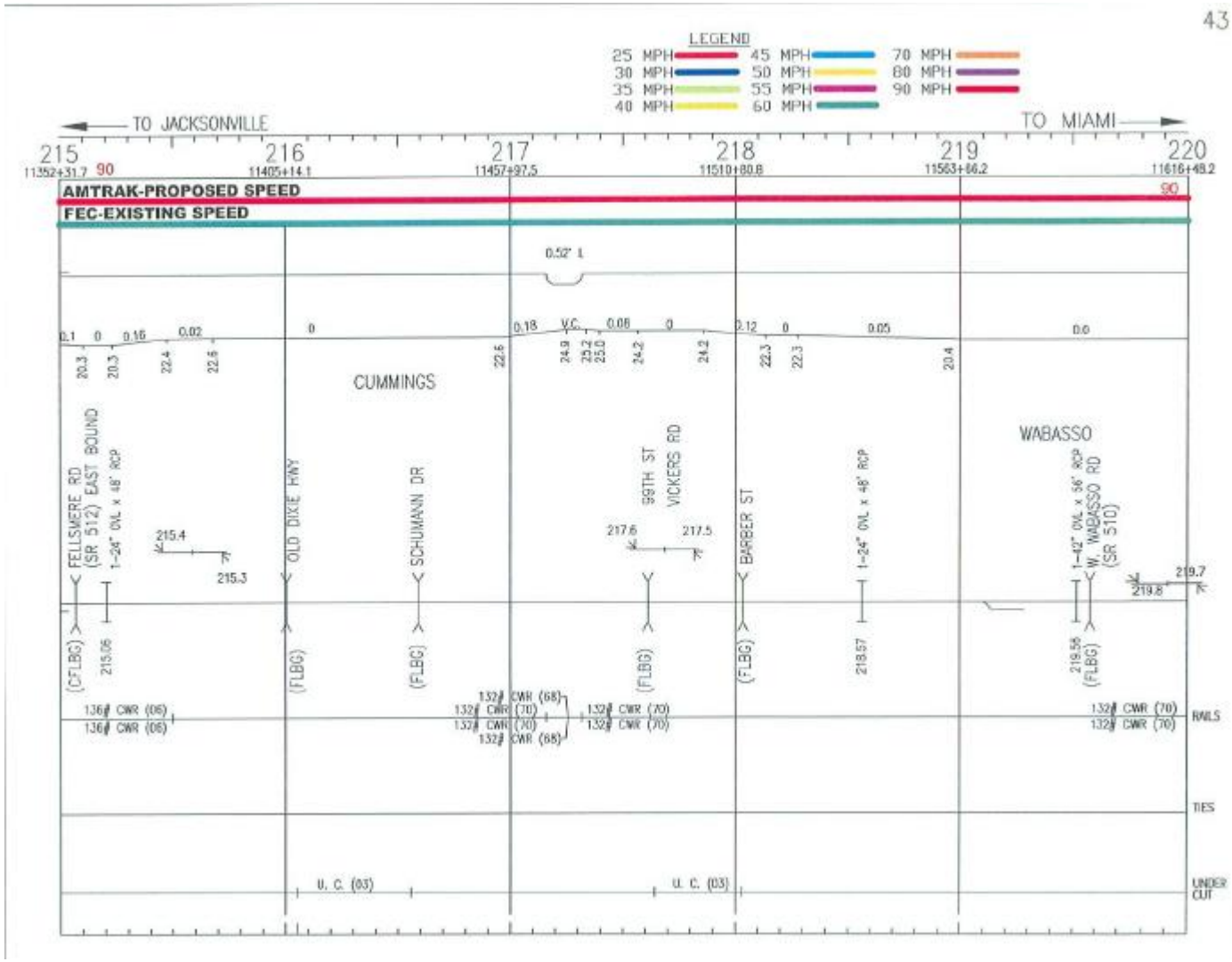

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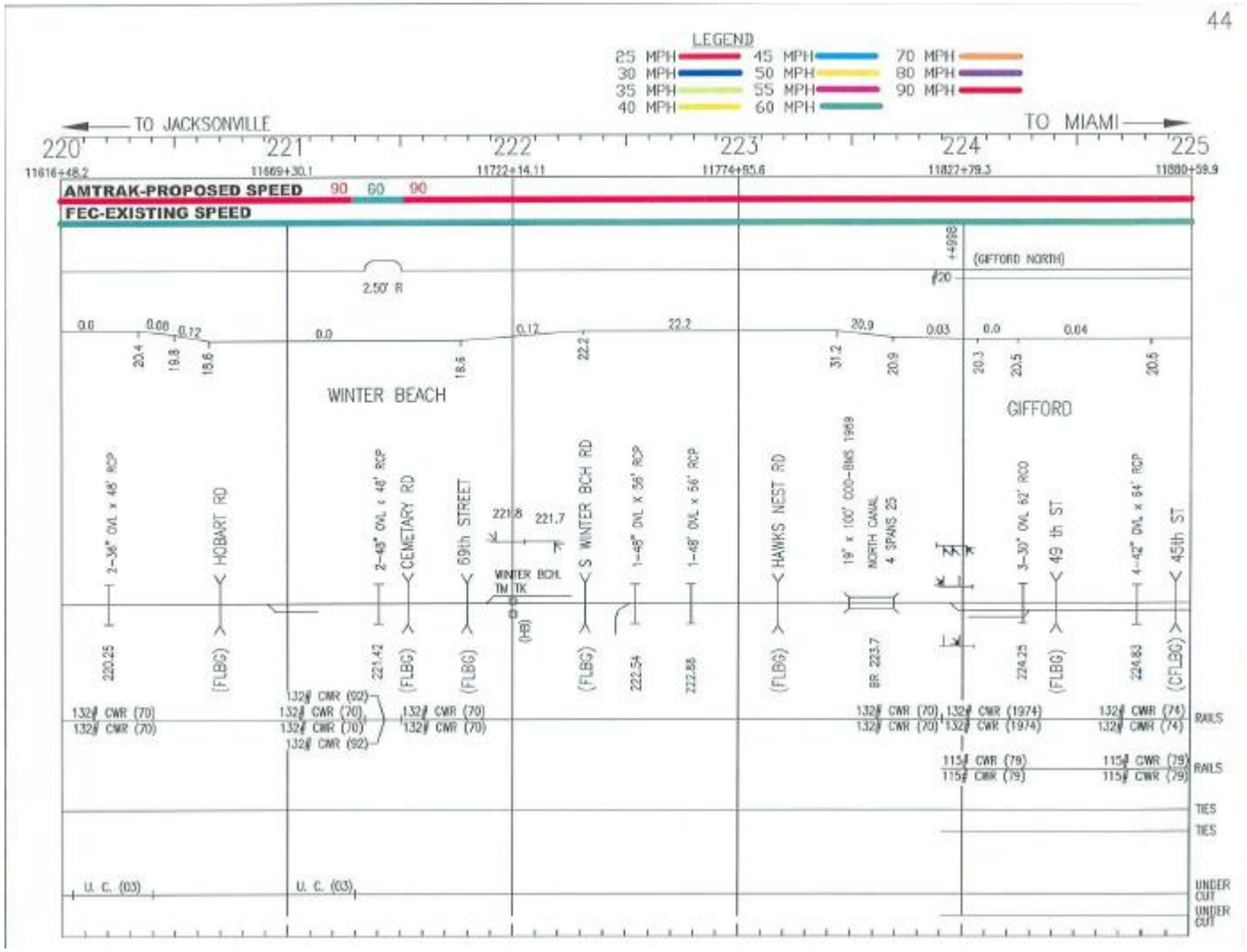

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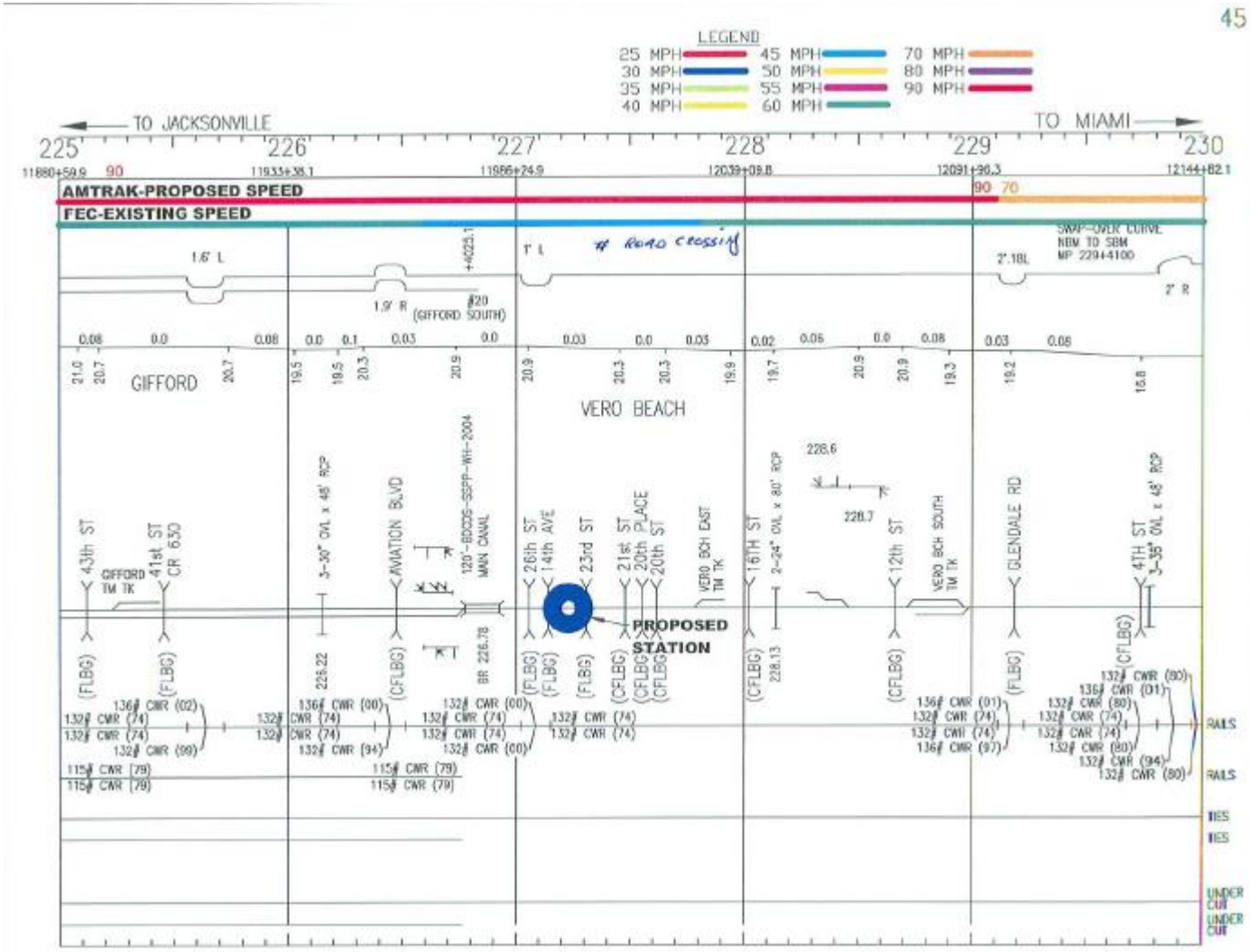

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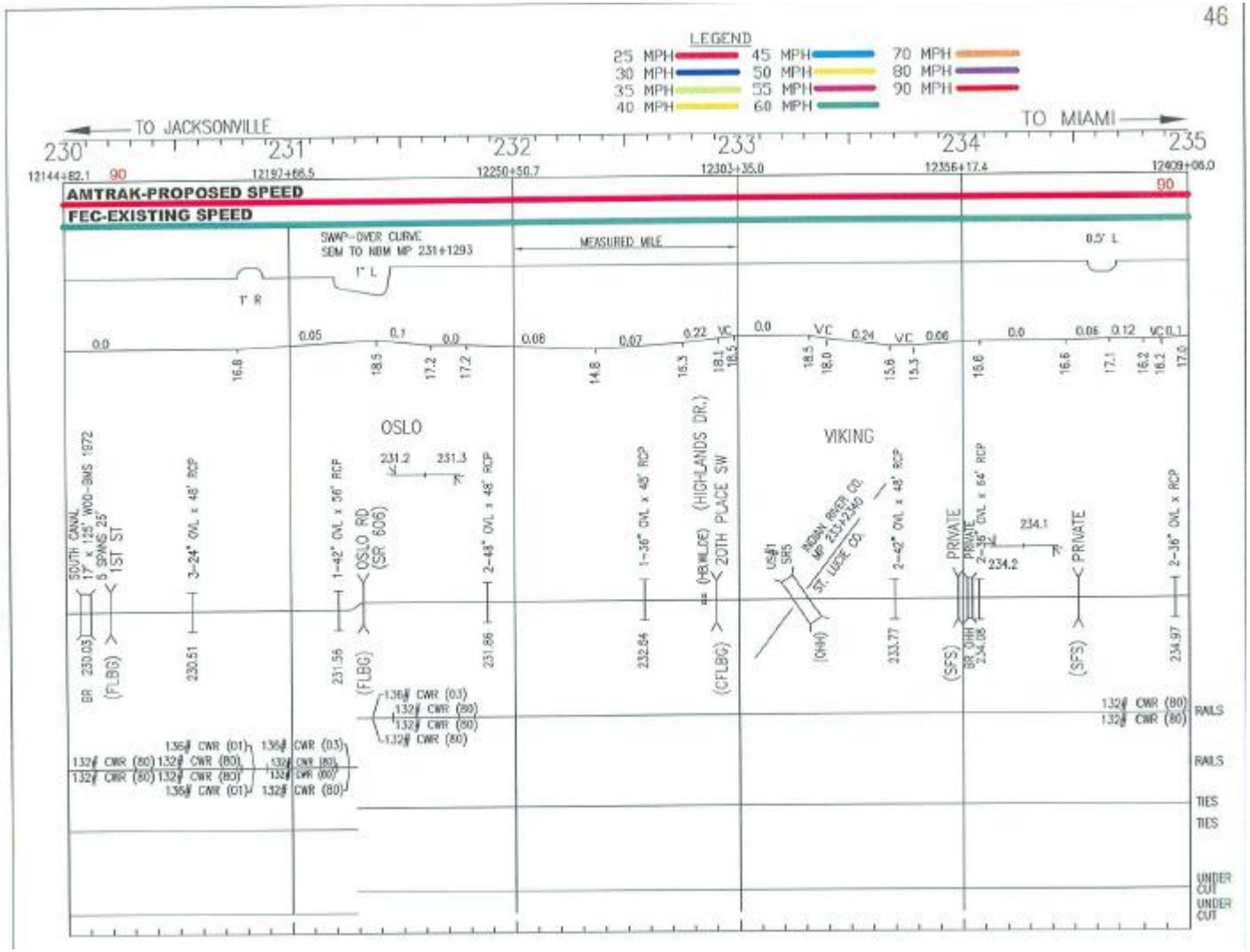

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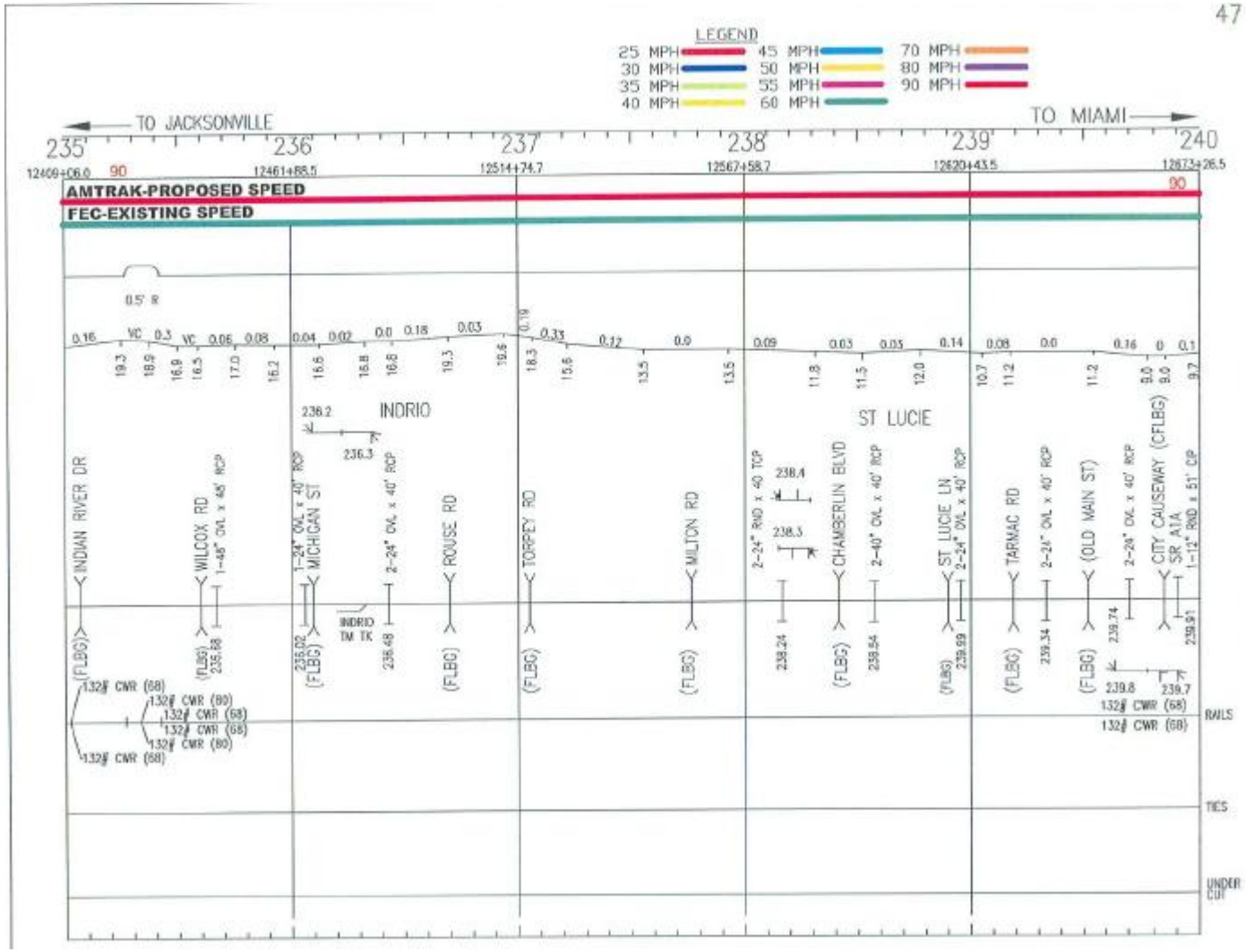

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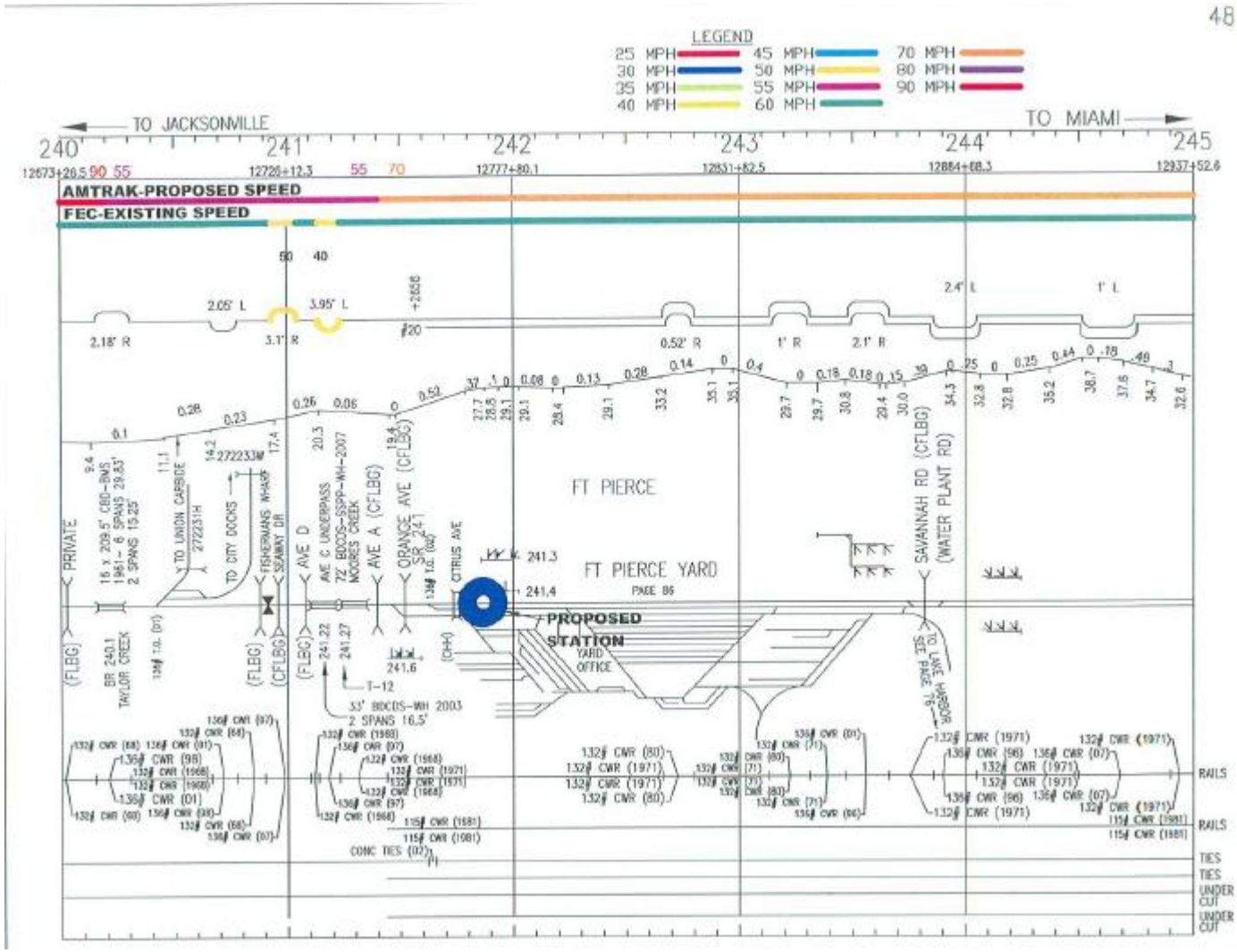

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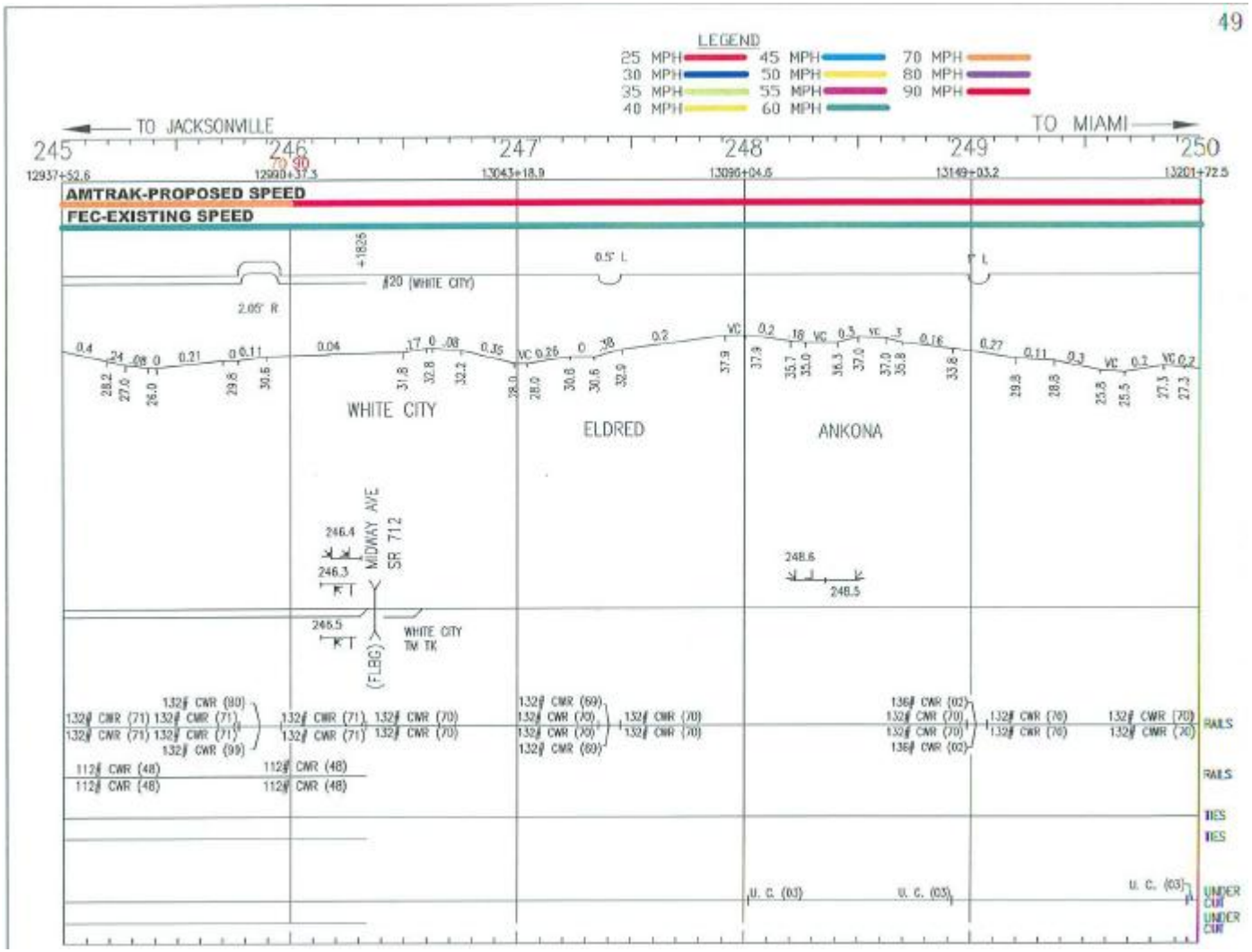

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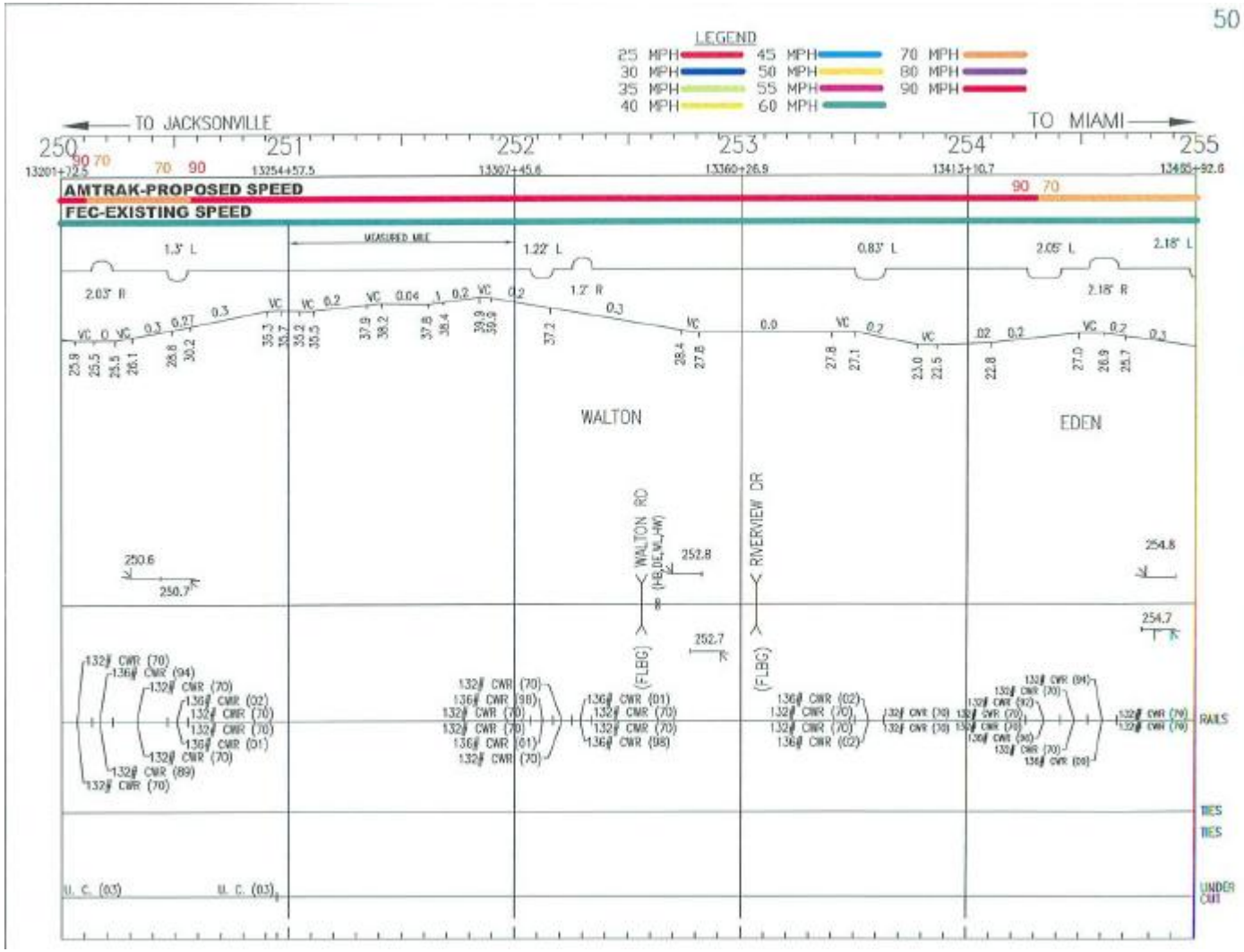

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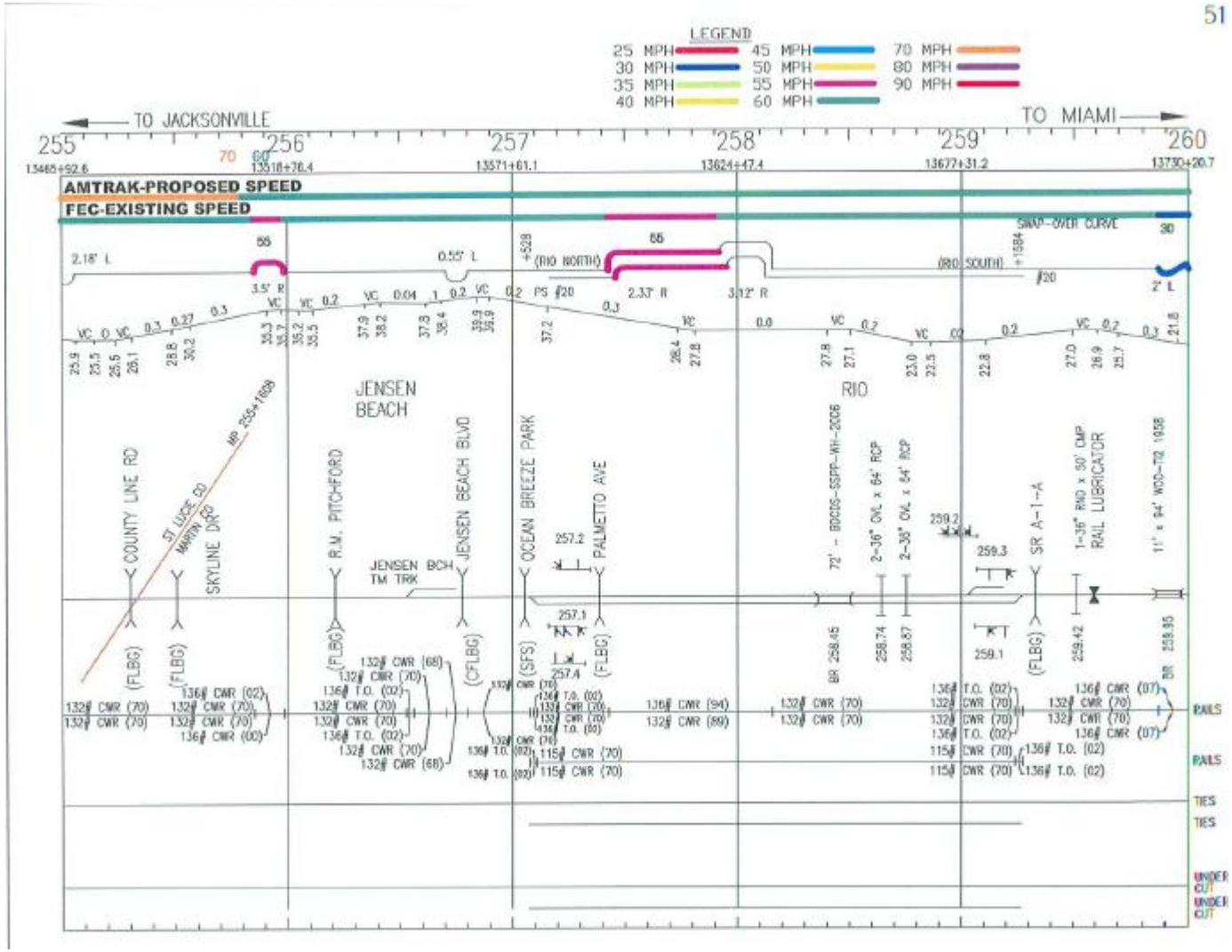

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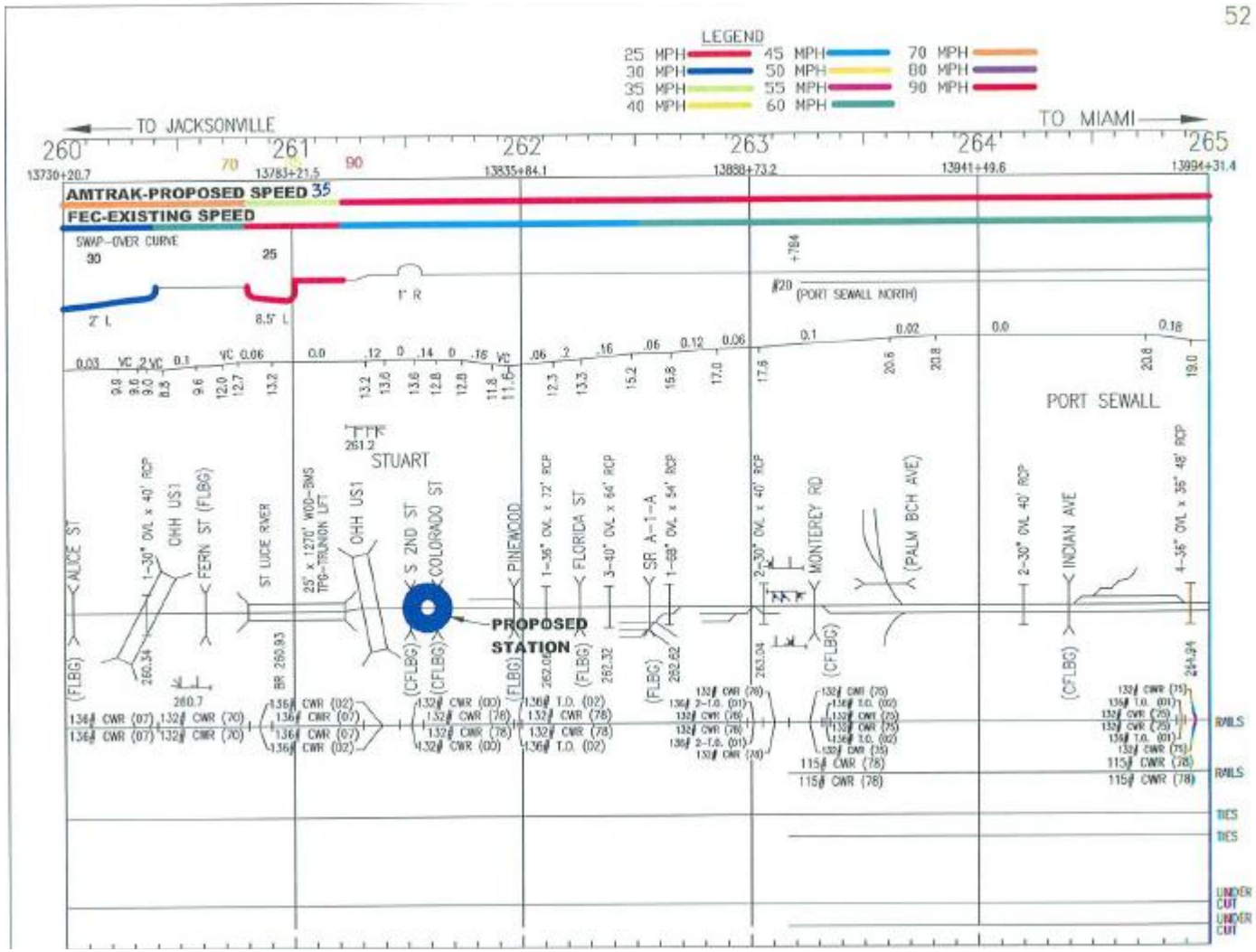

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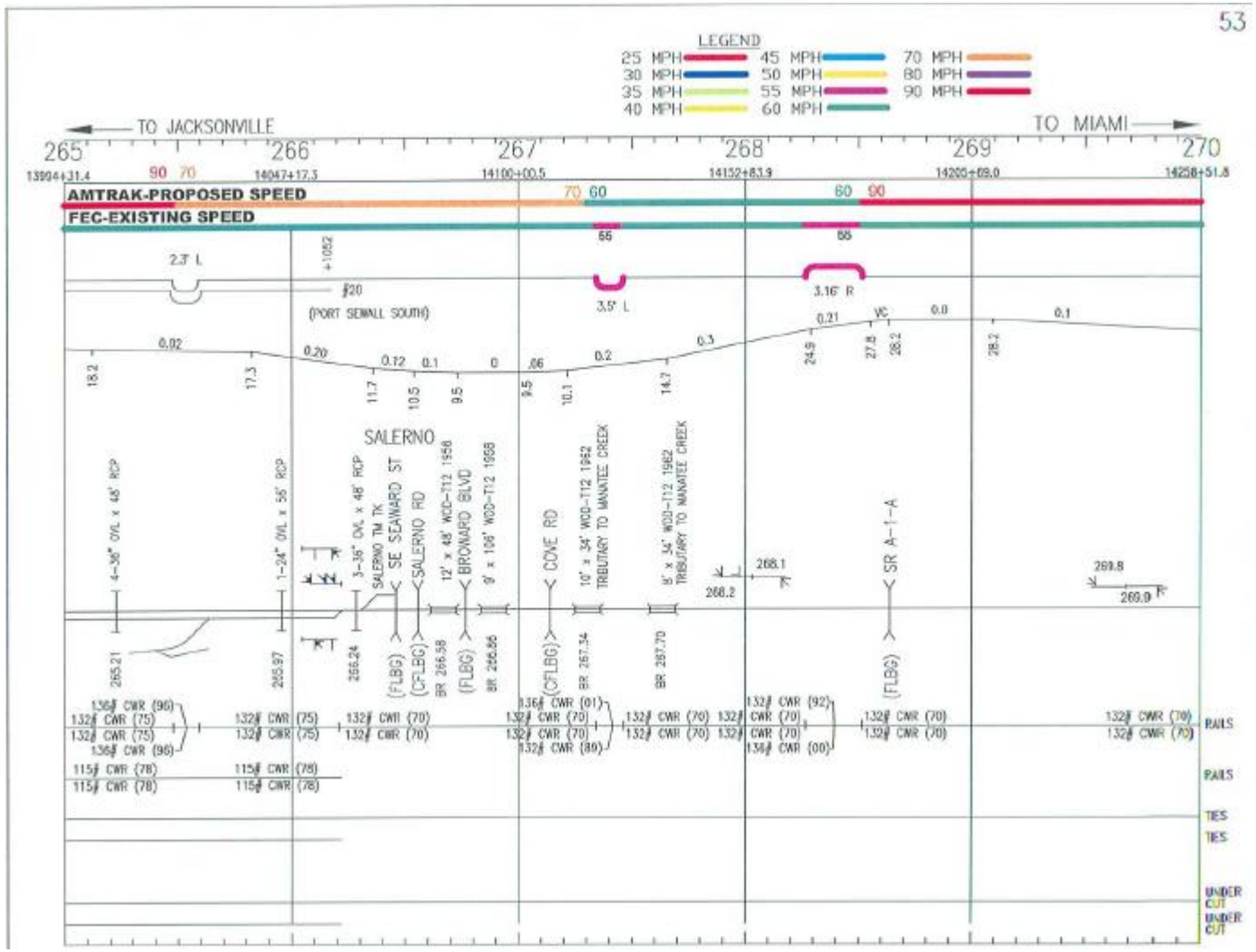

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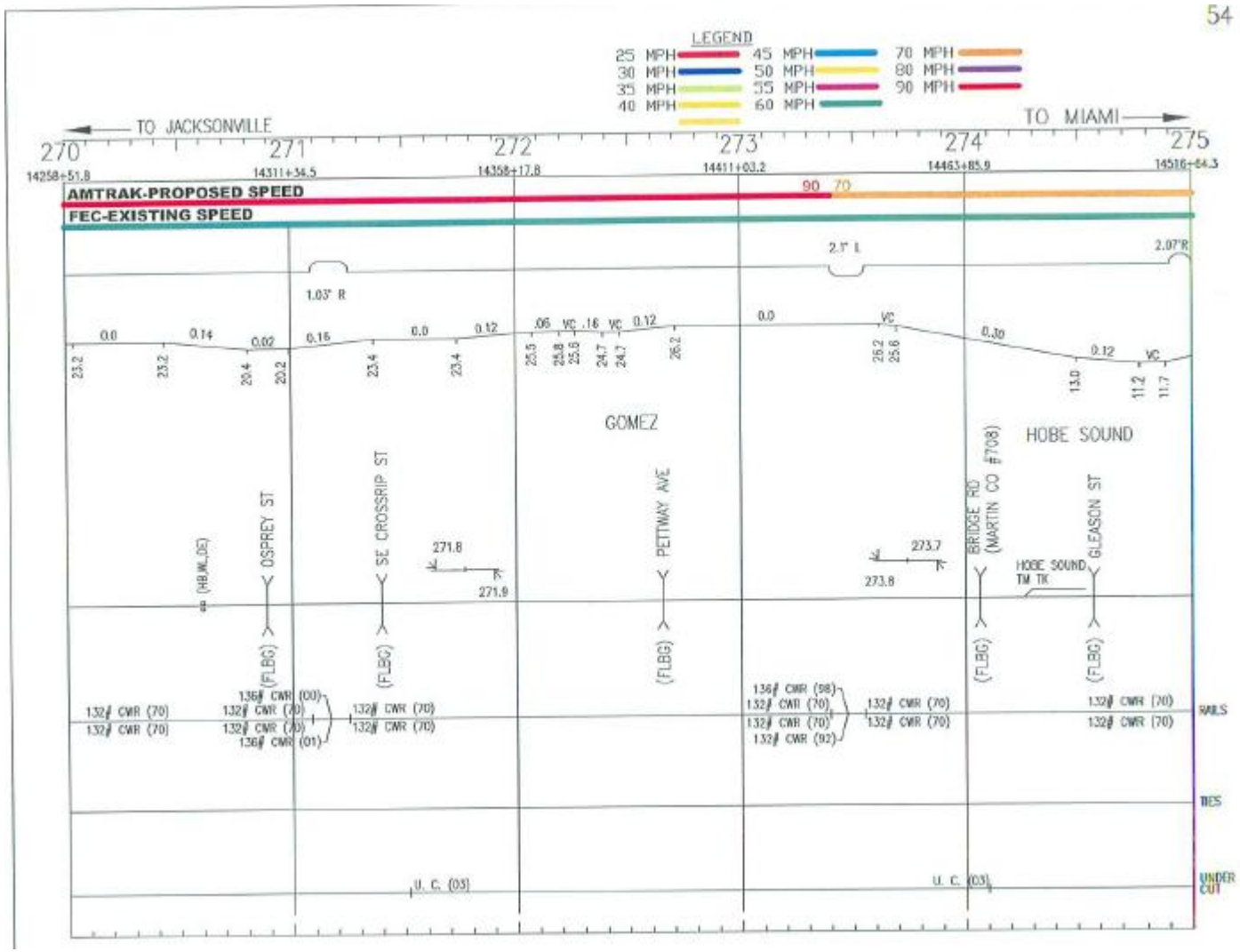

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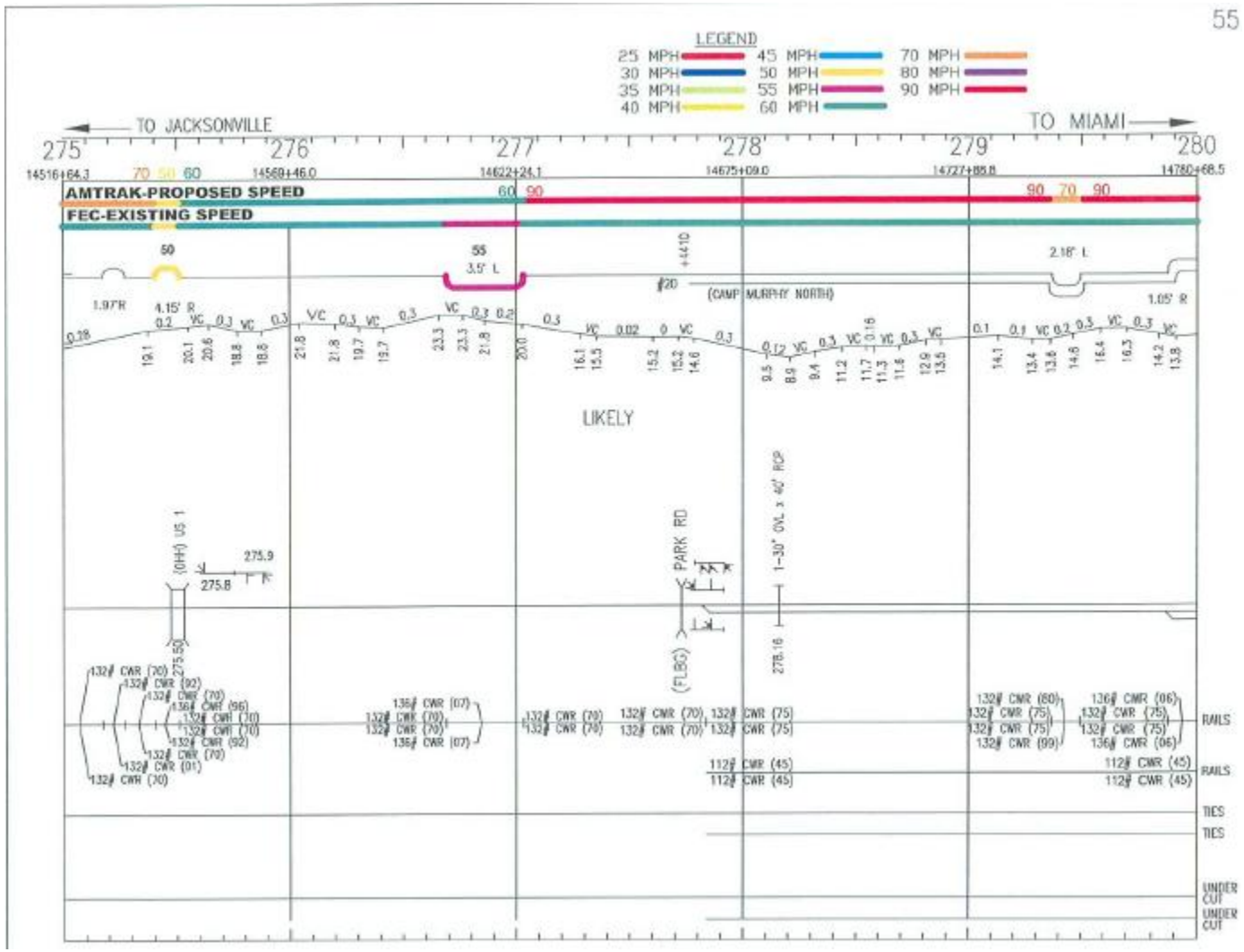

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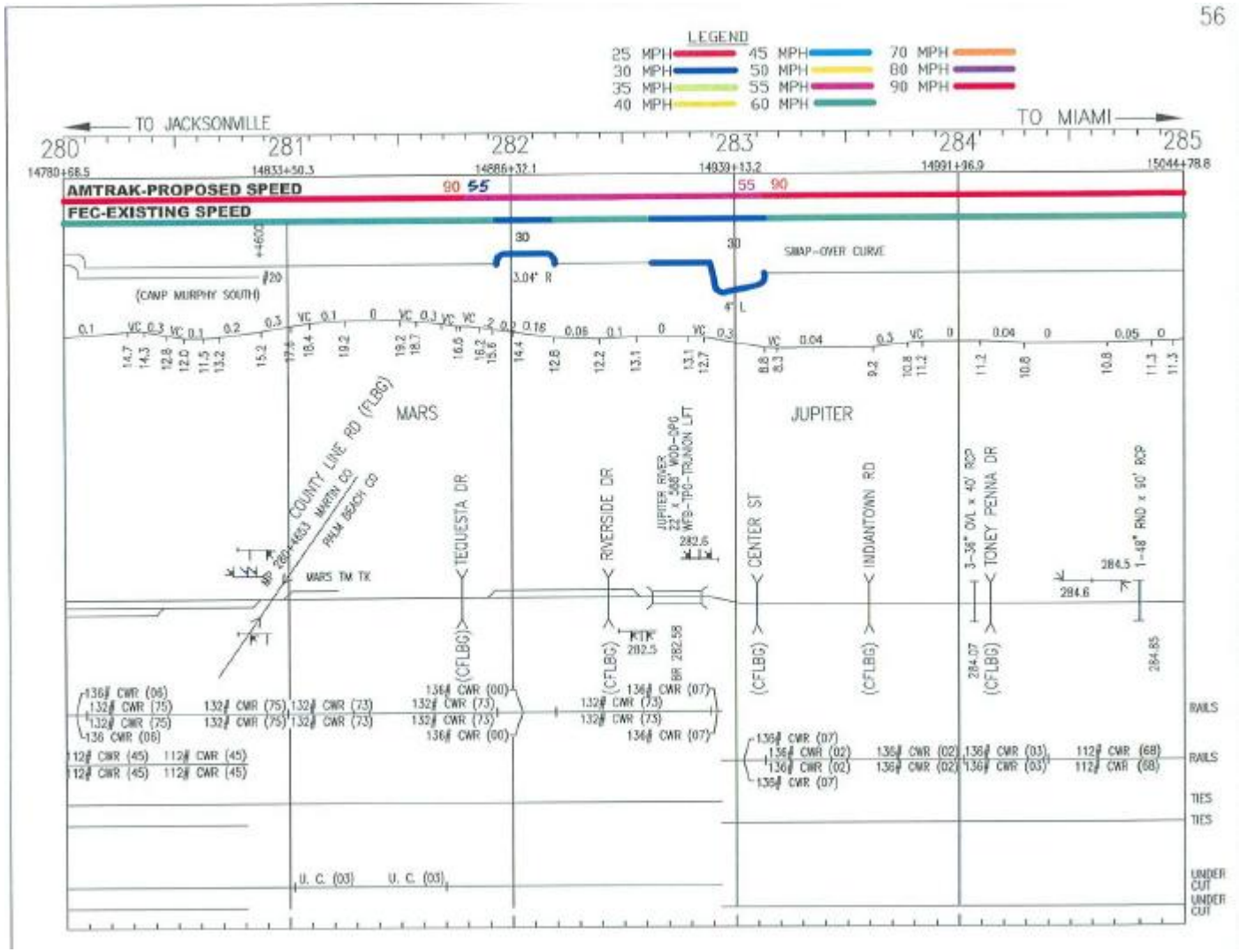

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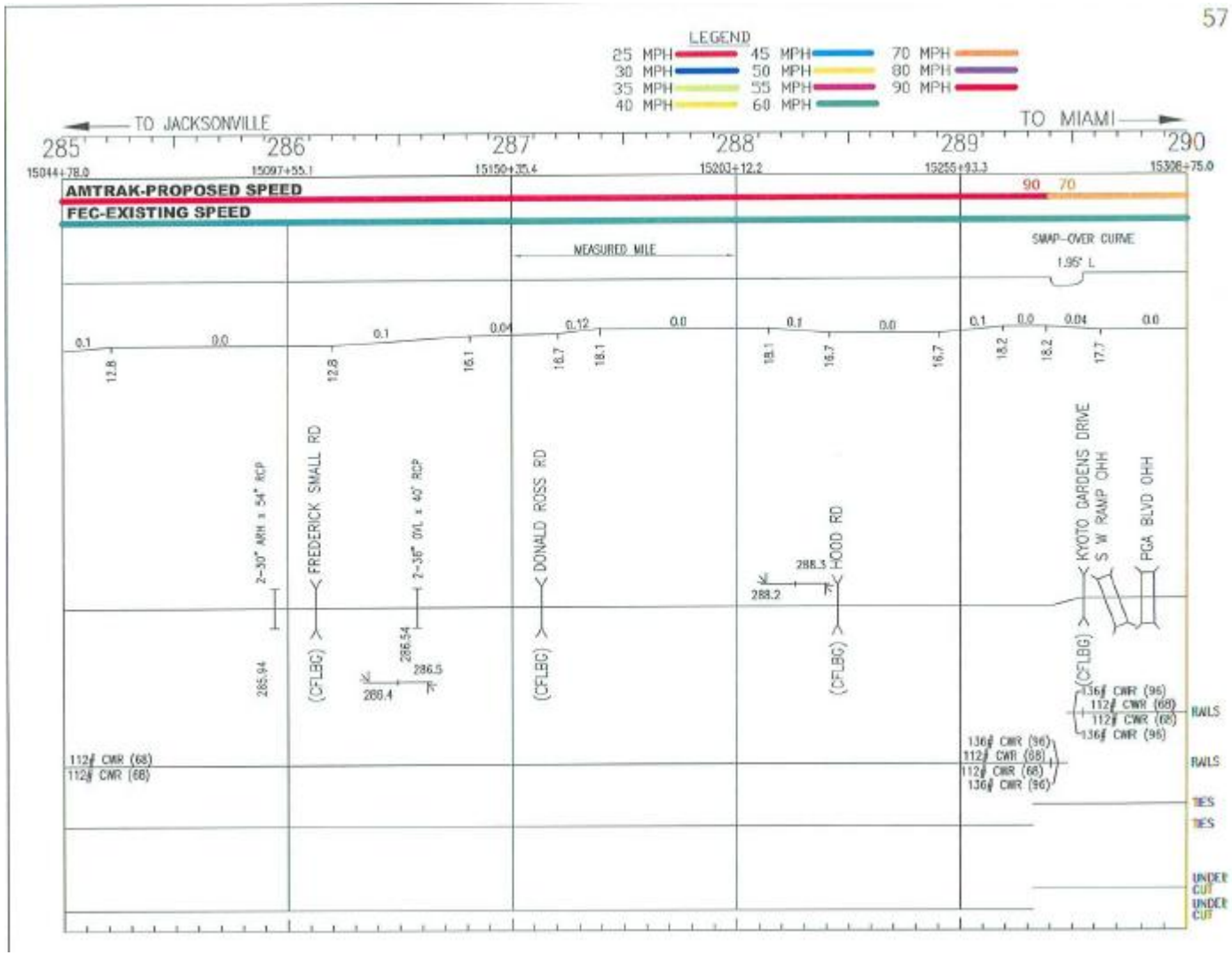

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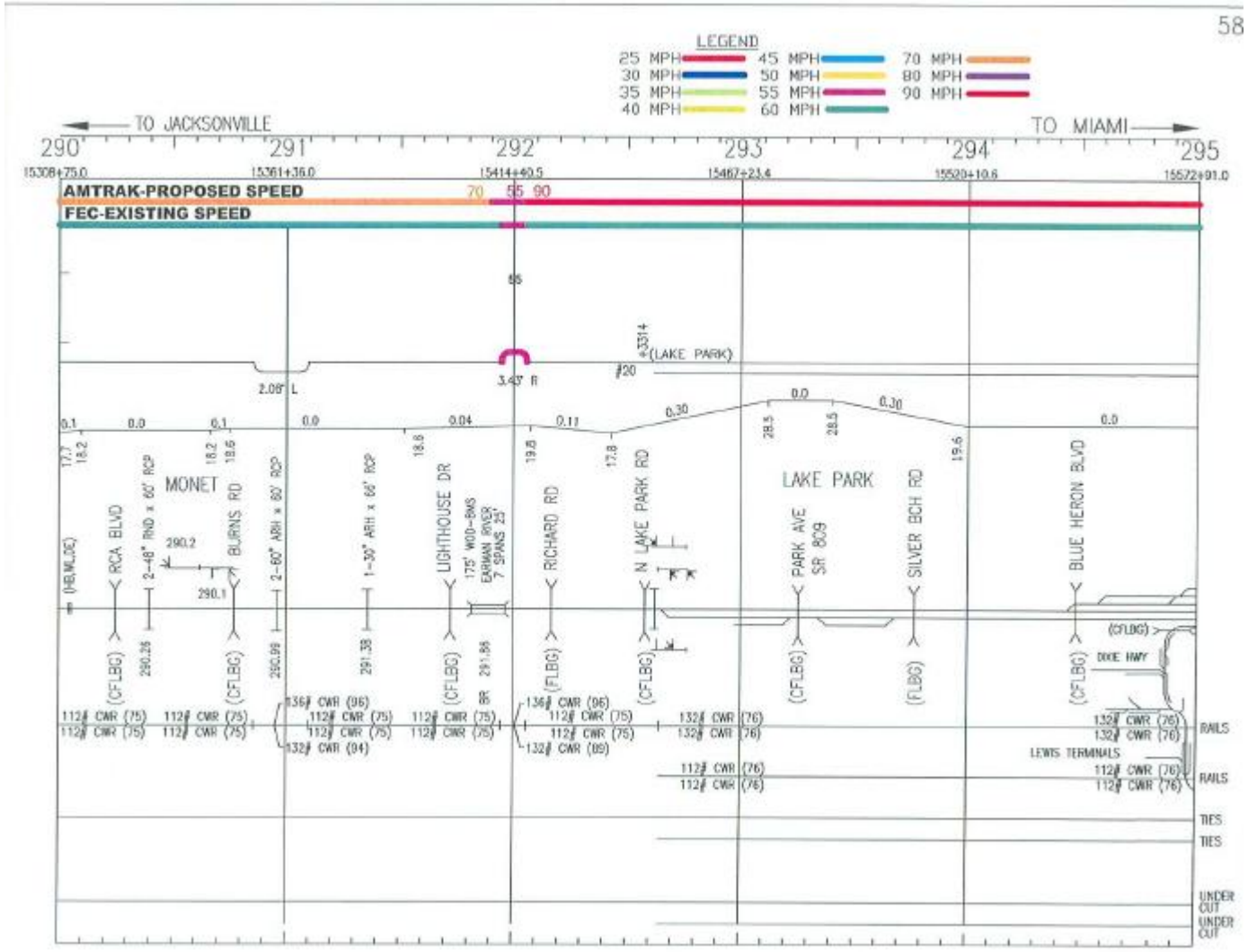

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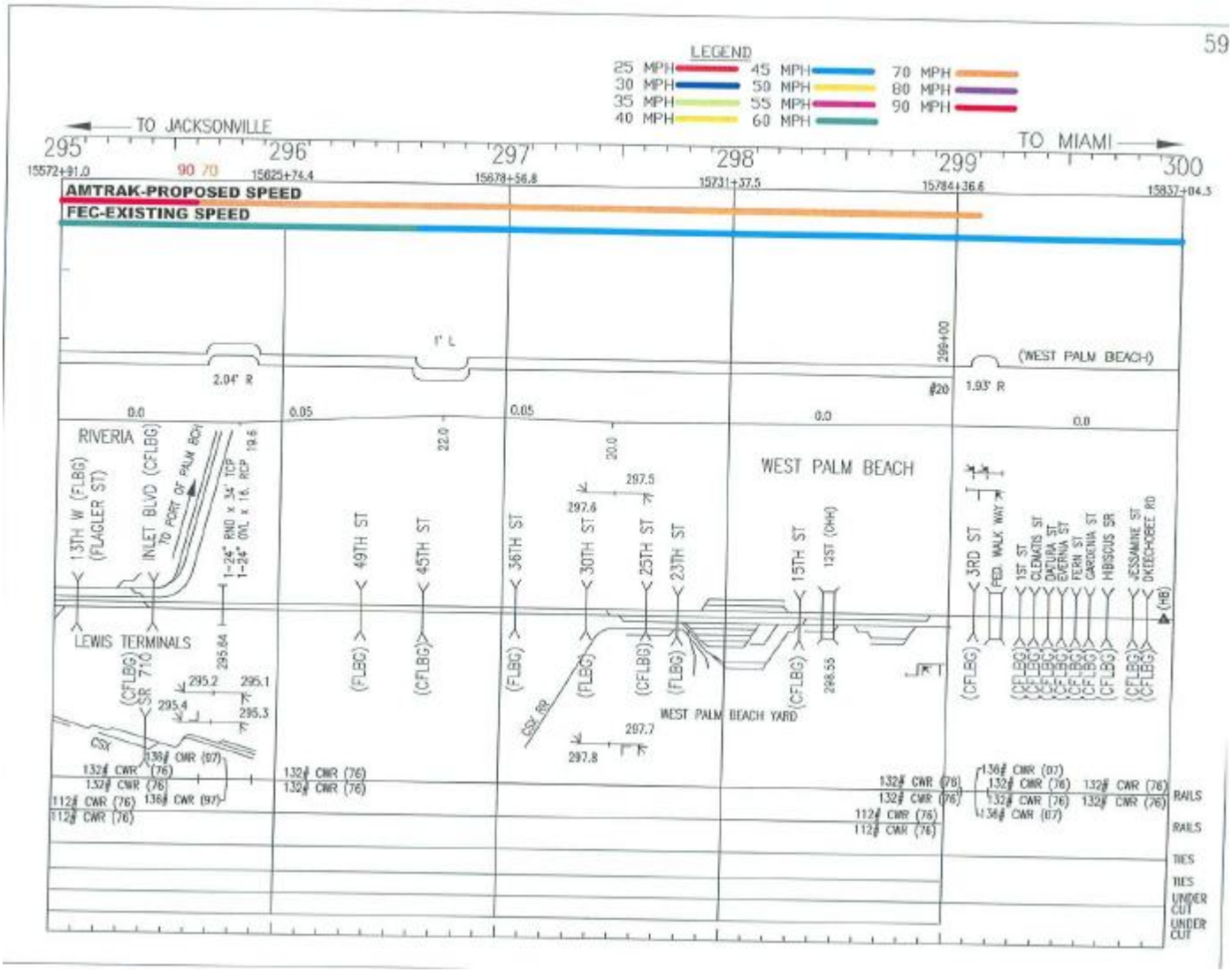

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Exhibit 3

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

GRANTS FOR TRANSPORTATION INVESTMENT

GENERATING ECONOMIC RECOVERY

"TIGER DISCRETIONARY GRANTS"

Title Page

Applicant:

State of Florida, Department of Transportation (FDOT)

Project:

Miami Intermodal Center (MIC) Program, MIC Central Station, an intermodal transportation passenger hub.

Location:

The MIC Central Station (MSC) is located in unincorporated Miami-Dade County, Florida (an urban area), immediately east of the Miami International Airport (MIA). Congressional District FL-018.

Amount of Grant Funds:

This application is requesting $96.5 million in TIGER Discretionary Grants

Contact Information:

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Miami, Florida 33172

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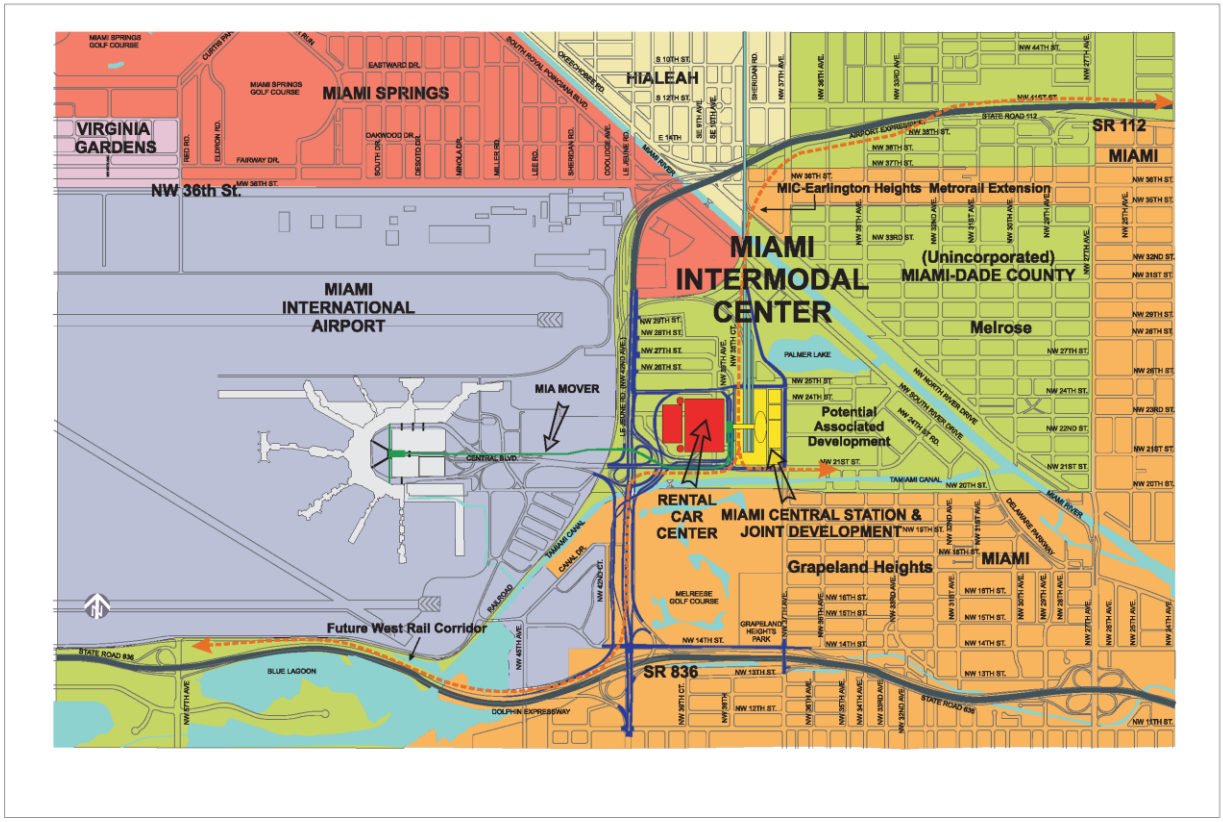
1.0 Project Description

The MIC Central Station (MCS) is part of the Miami Intermodal Center (MIC) Program. As shown in Figure 1, the MIC and its component MCS is located immediately east of the Miami International Airport (MIA) in Miami-Dade County, Florida.

Figure1



The MIC is an integrated program designed to relieve roadway congestion in the area surrounding MIA and create a transportation hub, or Central Station (MCS), where all forms of transportation will be available to the public. Major MIC Program elements include:

- A consolidated Rental Car Facility (RCF);
- Area roadway improvements;
- The MIA Mover, an automated people mover system linking the MIC to the MIA terminal;
- The MIC Central Station, including a rail hub, parking, bus terminals, and the MIA Mover Station serving the MIC; and
- 8.5 acres of proposed on-site joint development, adjacent to and immediately east of the MCS site.

The rail component of the MCS includes accommodations for intercity rail (Amtrak), regional commuter rail (Tri-Rail), Miami-Dade County's Metrorail, and future high speed rail.

As more fully explained under "Project Parties", the Florida Department of Transportation (FDOT) is the lead agency for the overall MIC Program with its individual component elements being undertaken through the program's stakeholder agencies. Below is a summary of the status of the major program elements along with the respective lead agencies.

FDOT Lead: FDOT is responsible for the design and construction of the RCF. When it's completed, it will be transferred to Miami-Dade County's Aviation Department (MDAD) for perpetual ownership, operations, and maintenance. The RCF is under construction with a scheduled opening date of April 2010.

All area roadway improvements have been completed and are open to traffic which, among other things, have improved access to MIA and the MIC via two major east-west expressways – SR 836 and SR 112.[1]

The MIA Mover Station (located at the MIC) was designed and is being constructed by FDOT; it will be transferred to MDAD for perpetual ownership, operations, and maintenance. It is under construction with a scheduled completion date of March 2011.

The MCS, the subject of this grant application, is scheduled to begin construction in the summer of 2010, if funds are available, with a scheduled completion date of August 2012. By necessity, construction of the remaining facilities of the MCS were sequenced last for construction since two of the rental car companies (Hertz and Avis) that will relocate into the RCF when it's completed currently occupy a portion of the subject construction site.

County Lead: Miami-Dade County, through MDAD, has awarded the contract for construction of the MIA Mover System. Construction is underway and operations are scheduled to begin in September 2011.[2] Miami-Dade County, through its Transit Department (MDT), has begun construction of the extension of the existing Metrorail System (the Earlington Heights Metrorail Connection). The scheduled completion date is March 2012.

Figure 2 shows the MIC Program's major elements along with their scheduled completion dates.

The MCS is the last major element of the MIC Program to be completed. The award of a TIGER Discretionary Grant will allow the MCS to be completed on an accelerated basis and coincident with all related major program elements now under construction. Since the MCS is not a new mode of transportation, but rather an intermodal transportation passenger hub, it has been designed to include accommodations for the following transportation modes:

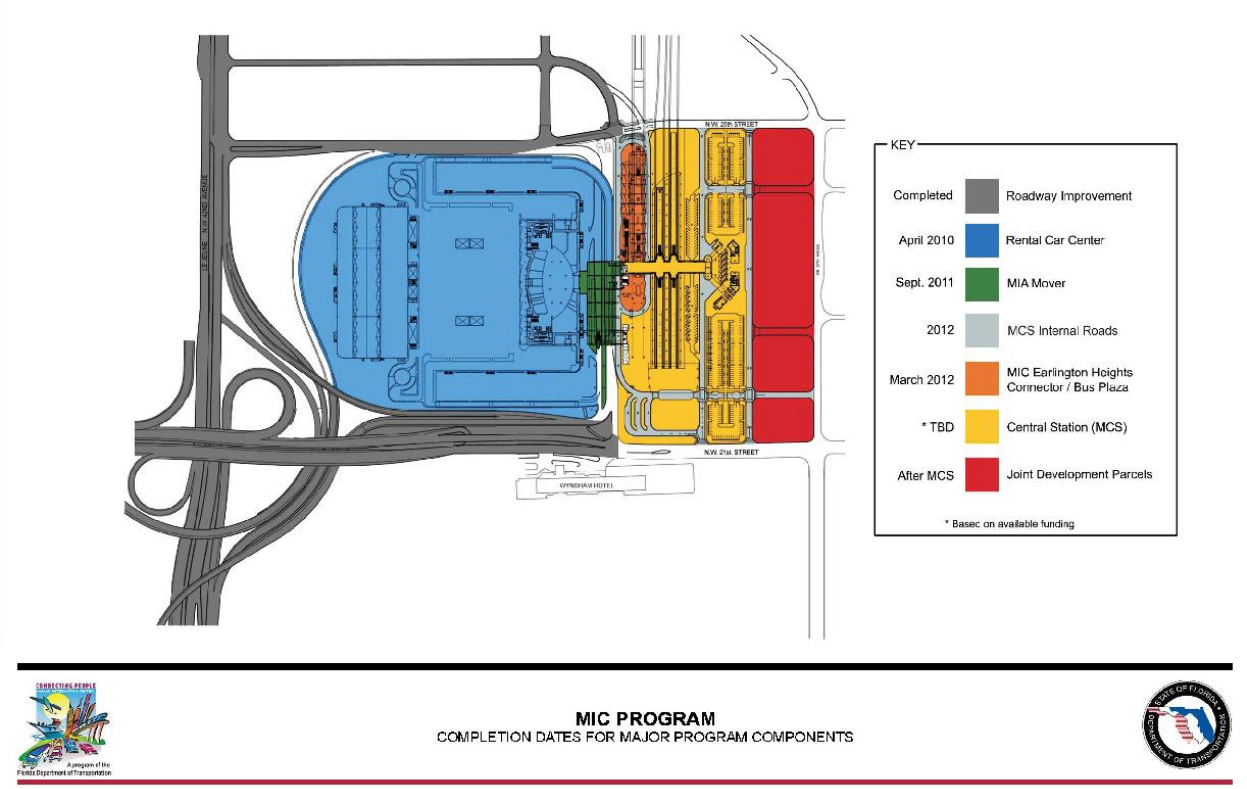
- An extension of the existing Miami-Dade County Metrorail System and a new terminal for the county's Metrobus service to directly serve the MIC and MIA (via the MIA Mover).

[1] Excludes new roadways for internal circulation within the MCS site.

[2] From the RCF opening date until the MIA Mover System is operational, rental car customers will be transported to/from the MIA terminal via a consolidated interim bussing service.

- A MIA Mover Station, serving as the eastern terminus of the MIA Mover System, which will connect the MIA terminal with the MIC.
- A rail hub, providing new platforms and related facilities (including parking), for the region's commuter rail and national intercity rail transportation systems,
- A new terminal for intercity bus service, and
- Accommodations for private vehicles, taxis, bicycles, and pedestrians.

Figure 2



2.0 Meeting Transportation Challenges

The MIC Program received a Record of Decision (ROD) in 1998. The Federal Highway Administration (FHWA) served as the lead agency for the Final Environmental Impact Statement (FEIS). In the Purpose and Need section of the FEIS, several goals and objectives were identified for the MIC Program in the following six areas. They included:

- Mulitmodal transportation system development,
- Mobility enhancement,
- Community enhancement,
- Minimized environmental impacts,
- Economic development, and
- Political consensus-building.

Those goals which most directly relate to the MCS include:

"Goal 1: Develop an integrated multimodal transportation system emphasizing the movement of people by facilitating transfers between modes and by connecting the transportation network within and outside the metropolitan area.

Goal 3: Provide an efficient mass transit system for (Miami-) Dade County that provides regional mobility competitive with the automobile.

Goal 4: Plan and develop a transportation system that preserves the social integrity of urban communities and that incorporates sound land use planning principles.

Goal 6: Expand and make available employment opportunities to (Miami-) Dade County residents."

The FEIS Purpose and Need statement also identified specific transportation problems the MIC Program was intended to address. Excerpted below are those which most directly relate to the MCS:

- Improve access to MIA,
- Divert MIA shuttle bus services to the MIC, thus relieving congestion on the MIA internal roadway system,
- Promote the intermodal concept by instituting a regional transportation center for Metrorail, Tri-Rail, Amtrak, Metrobus, Greyhound, future high speed rail, the MIA Mover, and the East-West Corridor Rail[3], thus facilitating the safe and efficient transfer of passengers between modes,
- Greatly improve public transportation service and access to the MIA area employment and activity centers for transit dependent people,
- Encourage the use of transit modes as alternatives to the private automobile,
- Emphasize the importance of integrating transportation modes with land use planning within the MIA area, and
- Enhance economic development and employment opportunities in the MIA area through construction of the MIC and other program elements, including joint development projects.

Figure 3 shows a schematic configuration of the MCS which demonstrates how the current design addresses the program goals and transportation problems listed above.

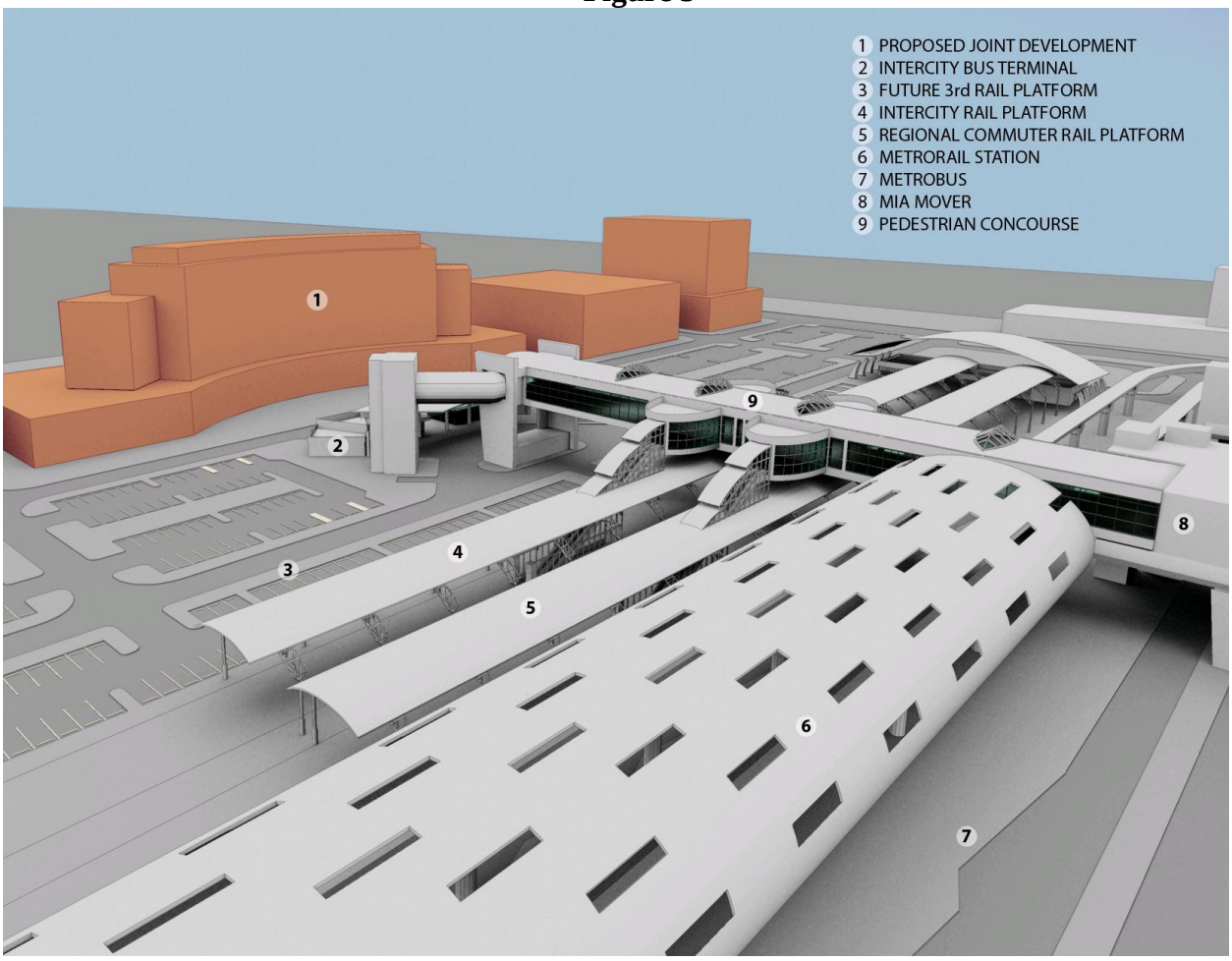
Clearly, the current design of the MCS will result in the establishment of a regional multimodal transportation hub that will facilitate safe and convenient transfers between modes and connect the transportation network within and outside the metropolitan area. The inclusion of a regional commuter rail component (SFRTA/Tri-Rail as the service provider) and an intercity rail component (Amtrak as the service provider), as well as an intercity bus component (Greyhound as the service provider), will afford passengers the opportunity to access the regional and national public transportation systems/networks. Operated by the South Florida Regional Transportation Authority (SFRTA), Tri-Rail serves the three-county regional area of Miami-Dade, Broward and Palm Beach Counties (to the north). Amtrak's long-distance intercity trains

[3] A planned extension of Miami-Dade County's urban rail transit system (Metrorail), from the MCS west to the vicinity of Florida International University.

and Greyhound's over-the-road buses serve the national public transportation system. Of importance, the design of the MCS will not preclude the construction of a future third rail platform to accommodate high speed or additional (conventional) intercity passenger rail services should they be implemented by the State of Florida.[4]

With the construction of the MIA Mover System, direct access to MIA will be greatly enhanced. As a result, trips that would otherwise be made via the highway mode will be reduced, relieving congestion on MIA's internal roadway system as well as the adjacent roadway network.

Figure 3



The MCS will also afford transit dependent people with improved access to MIA and the surrounding area's employment/activity centers. Today, MIA is Miami-Dade County's second largest employer. In addition, the 8.5 acres already acquired by FDOT directly adjacent to the MCS site has been slated for joint development (see Figure 3). This joint/commercial development, envisioned to include such uses as hotel, office, convention/exhibition facilities,

[4] FDOT submitted an ARRA grant pre-application to the Federal Railroad Administration for the development of a high speed rail system along the designated Florida high speed rail corridor serving Miami-Orlando-Tampa.

and ancillary retail, will be directly accessible to transit dependent people seeking employment opportunities afforded by this new development program. More broadly, once the MIC Program is completed, it will serve as the catalyst for the redevelopment of the area surrounding the MIC (see Figure 1 area labeled "Potential Associated Development").

Described in more detail in the sections below, the MIC Program was developed within the context of sound land use principles. It is not only consistent with but has been incorporated into applicable local, regional, and state transportation plans and the County's future land use plan. Miami-Dade County's Comprehensive Development Master Plan identifies the MIC area as an Urban Center, which is intended *"... to become [a hub] for future urban development intensification around which a more compact and efficient urban structure will evolve. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design."*[5]

3.0 Project Parties

As the applicant, grant recipient, and lead agency for the MIC Program, FDOT is a governmental agency and the principle administrative unit within the executive branch of state government responsible for the planning, design, construction, and maintenance of transportation within the State of Florida. Additional information on FDOT can be found at: http://www.dot.state.fl.us/.

Throughout the MIC Program's development, it has and continues to involve many stakeholder agencies. Principle stakeholder agencies involved in the development of the MCS include Miami-Dade County, through MDAD and MDT. They are not only funding partners for their respective elements of the MIC Program, but they also have direct responsibility for construction and operations of their respective transportation modes that will directly connect at the MCS, namely the MIA Mover, Metrorail, and Metrobus. In addition, Amtrak, SFRTA, and Greyhound have been intimately involved in the planning and design of the MCS as the planned transportation service providers.

On a more structured basis, the MIC Program has had in place for several years a Steering Committee comprised of all stakeholder agencies and other interested parties. Membership on the Steering Committee consists of the FHWA, FDOT, the Miami-Dade Expressway Authority (MDX), SFRTA, Miami-Dade County (through MDAD, MDT, and the Planning/Zoning Department), the Miami-Dade MPO, the Greater Miami Chamber of Commerce, and the Greater Miami Convention and Visitors Bureau. The Steering Committee provides a forum for the identification and advance notification of program-related issues and a process for the resolution of such issues through consensus.

4.0 Grant Funds and Sources and Uses of Project Funds

[5] Miami-Dade County's Comprehensive Development Master Plan, Land Use Element.

This application is requesting ***$96.5 million in TIGER Discretionary Grants***. If awarded, it will allow for the accelerated completion of the MCS by as many as five years. More importantly, accelerated completion of the MCS will allow it to come on line as originally planned and fully coordinated with the other elements of the MIC program that will connect at the MCS (see Figure 2). These elements include:

- The MIA Mover, currently under construction, with scheduled operations to begin in September 2011, and

- The Metrorail and Metrobus connections, also under construction, with scheduled operations to begin in March 2012.

FDOT is the lead agency for the construction of the MCS. Based on currently available funding, FDOT faces a significant funding shortfall of $96.5 million. The current economic downturn has forced FDOT to make unprecedented funding reductions to its adopted 5-year work program. These reductions have been driven in large part by the condition of Florida's real estate market and the fact that people have reduced discretionary travel. Related FDOT revenue sources have been reduced accordingly, i.e., documentary stamp revenue, directly tied to real estate sales, and motor fuel tax revenues, a function of motor fuel consumption. It could take until FY 2016 for FDOT to incrementally add and accumulate sufficient state funding in its adopted work program. Add to that a 28 month construction schedule, and a fully operational intermodal transportation hub would not be available to the public until FY 2018. Table 1 below shows the current status of sources and uses of funds for the MSC.

Table 1

MIC Central Station Cost to Complete (Dollars In Millions)		**Amount**	**% Share**
Uses:			
Demolition	$	1.5	
Environmental Remediation	$	3.5	
Construction Cost (Includes construction contingency)	$	99.5	
CEI and Post Design Services	$	9.9	
Total	**$**	**114.4**	
Sources:			
FDOT Adopted Work Program:			
FY 2010 FDOT	$	15.6	14%
FY 2010 ARRA/Intercity Bus	$	2.3	2%
Sub-Total Currently Available	**$**	**17.9**	
Proposed TIGER Discretionary Grant	**$**	**96.5**	**84%**

Earlier this year, Vice-President Joe Biden visited the site of the MCS and announced the award of a $2.3 million ARRA grant for the intercity bus/Greyhound component of the MCS. From the construction site, he recognized FDOT's commitment to the MIC Program, with active

construction of the RCF and the MIA Mover Station as part of the backdrop. To date, FDOT has spent over $1 billion bringing the various elements of the MIC Program to fruition. Vice-President Biden also recognized the importance of quickly affording the benefits of the MCS to Florida residents and visitors alike, particularly those who are transit dependent. The requested TIGER Discretionary Grant will allow the MCS to be completed by the earliest possible date and afford its benefits to the public as expeditiously as possible.

5.0 Selection Criteria

5.1 Primary Selection Criteria

5.1.1 Long Term Outcomes:

(i) State of Good Repair: *Improving the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs.*

The MCS consists of all new construction and for some tenant modes will replace or relocate their passenger station facilities. These include: regional commuter rail, intercity rail, and intercity bus station facilities.

The existing SFRTA regional commuter rail MIA station is located at the MCS site. It was designed to a minimum specification knowing that the MIC Program, still in the PD&E phase at that time, would in the future provide for a new facility, fully integrated with the other MCS tenant modes. SFRTA's existing station facilities consist of an at-grade 800 foot long concrete platform partially covered by a 550 foot long fiberglass/metal canopy. The station support facilities consist of two individual one story buildings, each measuring 650 square feet. One building is used mainly for office operations, and the other contains public restrooms and a mechanical systems room. Both buildings are sheltered by a fiberglass/metal canopy. The station design incorporates space for three bus berths and an area for public parking.

The existing Amtrak passenger station, now approximately 20 years old, is located approximately one mile to the north of the MCS site, within the limits of the City of Hialeah. Its current location is not conducive to convenient transfers to other modes of public transportation. It consists of a two story building housing both operations and support functions, including storage for passenger baggage. The boarding platform can accommodate a four car consist, with no canopy covering the platform area. The station is served by at grade public parking.

These existing facilities will be replaced with two new at-grade concrete platforms, each 1,035 feet in length. The new platforms will be used by SFRTA for its regional commuter rail service and Amtrak for its existing long-distance intercity train service. In cooperation with Amtrak, FDOT has undertaken several evaluations of future intrastate/intercity rail corridor service that would serve the Miami market, as well as the Tampa, Orlando and Jacksonville markets. These new corridor services would be in addition to Amtrak's existing long distance intercity passenger rail service. All of these plans and evaluations identified the MCS as the critical terminus to

achieving an effective service. Thus, the MCS would likewise benefit any new intercity rail corridor services implemented in the future.

Each new platform at the MCS is served by two rail tracks and will be protected by overhead metal canopies measuring 800 feet in length. Both of the station platforms are connected to an elevated pedestrian concourse via escalators and elevators. The pedestrian concourse provides a physical connection between the rail platforms and the intercity bus terminal, and connections to the other transportation modes serving the MCS, i.e., Metrorail, Metrobus, and the MIA Mover. Each station platform is served by two separate support buildings (headhouse) containing public amenities, operational, and mechanical/electrical areas. Both of the support buildings are covered by a metal canopy affording passengers climate protection.

The existing intercity bus/Greyhound terminal, now approximately 30 years old, will be relocated to the MCS. It is currently located on NW 28th Street, approximately three blocks to the north. The existing bus station consists of a one story building providing a lobby area along with support office space. The facility is served by four bus berths and limited public parking. Its current location is not conducive to convenient transfers to other modes of public transportation.

Greyhound's new facilities at the MCS consist of a one story terminal building, housing a lobby area, public restrooms, and operational support space. The terminal building is directly adjacent to six bus berths, all of which are protected by an overhead metal canopy. The terminal facility is connected to the previously referenced pedestrian concourse via escalators and passenger elevators for convenient transfers to other modes of public transportation.

All of the new MCS facilities will be served by over 500 surface parking spaces conveniently distributed to provide users with relatively short waking distances. In addition to public parking, passenger and bus drop-off areas have been strategically located in close proximity to building entrances. Also provided are taxi staging areas to serve passenger needs.

Much of the MCS design (see Figure 3) incorporates an open air concept, appropriate and commonly used in South Florida. This open air design concept incorporates limited construction of new buildings/structures, and will reduce annual maintenance and life-cycle costs over the life span of the new facilities.

Regarding the extent to which a sustainable source of revenue is available for long term operations and maintenance of the project, the underlying philosophy contained in the MIC FEIS is still valid today and is being applied by FDOT to ensure sufficient funding for the future operations and maintenance of the MCS. The annual operations and maintenance costs of the MCS will be funded from MCS operating revenues and residual rent paid by the tenant modes that will operate from the MCS, including MDT, SFRTA, Greyhound and Amtrak. Operating revenues are anticipated from advertising and sponsorship opportunities through contracts with the private sector. The 8.5 acres available for on-site joint development will generate a long-term lease revenue stream; although a portion of this revenue stream is pledged to repay MIC-related debt used to capitalize the acquisition of rights-of-way, design, and construction of other elements of the MIC Program. Thus, any funding shortfalls net of advertising income and excess joint development lease revenues will be funded by the tenant modes through residual rent

assessments. While this arrangement has not been formalized by agreement, it is under active negotiation among the parties involved.

(ii) Economic Competitiveness: *Contributing to the economic competitiveness of the United States over the medium to long-term:*

- *Whether the project will measurably contribute over the long-term to growth in employment, production or other high value economic activity.*
- *Evidence of the long-term economic benefits that are provided by the completed project (not near-term economic benefits of construction).*
- *Number and quality of jobs.*
- *Number of jobs and whether these jobs are expected to provide employment in "Economically Distressed Areas".*

Although the MCS is not located within a designated "Economically Distressed Area" as defined in the TIGER Discretionary Grants Notice of Funding Availability published in the Federal Register, the MCS is located in a designated Enterprise Zone and a federal Empowerment Zone. Locally, Enterprise Zones are defined as, *"a designated area within Miami-Dade County offering fiscal incentives to businesses that locate or expand within the zone, with the objective of encouraging investment and job creation in economically distressed areas."* Similarly, federally designated Enterprise Communities and Empowerment Zones are based on criteria including population, poverty rates, and economic distress. Related federal grant programs are intended to facilitate economic revitalization.

FDOT procured the services of The Washington Economics Group, Inc. (WEG) (http://www.weg.com) to assess the short and long-term economic benefits of the MCS. The WEG methodology/modeling approach is summarized below:

> *"Economic models that explicitly account for inter-industry linkages (supply relationships); the generation of labor and capital income and the spending of household income have been used since the 1960's to estimate the contribution that a particular business or industry makes to the general economy. These input-output models recognize that, as an industry experiences an increase in the demand for its products or services, it in turn needs more goods and services from its suppliers and must increase its purchases from other industries in the economy. The effect on regional production resulting from successive rounds of inter-industry linkages is referred to as the indirect effect. The resulting increases in regional production also lead to expansions in employment and labor income, and the increases in labor income lead to increases in consumer spending, further expanding sales and production throughout the regional economy. The latter economic impacts are referred to as the induced effects. The successive waves of*

production, spending and more production result in economic multiplier effects, where the final or total increase in regional production, income and employment, respectively, is larger than the initial (or direct") increase in production, income and employment. The total quantitative economic contribution of these activities, therefore, is comprised of a direct effect, an indirect effect and an induced effect."

A total of 68 new permanent jobs will be created to support the annual operations and maintenance of the MCS. Table 2 contains a breakdown of these jobs by industry classification. New labor income associated with these jobs is estimated at $2.9 million annually. Regarding new tax revenue, $986,000 per year is expected to be paid to federal, state, and local governments. An additional $3.9 million in annual Gross State Product is expected to be realized on a recurring basis.

The total economic impact of the recurring MCS operations and maintenance is estimated at $8.0 million per year, defined as the total of all public and private sector spending arising as a result of the project. These expenditures include: expenditures directly related to the project, purchases of goods and services, and expenditures by workers and others who have benefited either directly or indirectly from the project.

Table 2: New Jobs Created by the Operations and Maintenance of the MCS

Industry	New Jobs
Government & Other	1
Construction	36
Manufacturing	2
Wholesale Trade & Transportation Services	3
Retail Trade	9
Knowledge-Based Services	16
Visitor Industry	2
Total All Industries	***68***
Impact Recap	**Number**
Direct	35.6
Indirect	15.2
Induced	17.2
Total	***68.0***

- ***Priority will be given to projects that:***
  - *improve long term efficiency, reliability or cost-competitiveness in the movement of workers or goods, or*
  - *make improvements that allow for net new investments in expansion, hiring, or other growth of private sector production at specific locations, particularly "Economically Distressed Areas."*

As an intermodal transportation passenger hub, the MCS will enhance the efficiency and effectiveness of the transportation system through integration of several alternative modes of transportation at a single location; and, afford to travelers and workers improved access to not only new on-site jobs but also those within the area surrounding the MIC.

Despite the current economic downturn nationally and in Florida, Miami-Dade County's Airport-West Dade submarket remains one of the strongest in the region. The 8.5 acres adjacent to the MCS site, proposed as joint/commercial development, has the potential to generate new growth in private sector investment and hiring. FDOT has learned from past interactions with the development community that, as a prerequisite to private investment, the development community must have confidence that government will deliver on its commitment to improve transportation and site access. Thus, accelerated completion of the MCS will serve as a catalyst for the adjacent private sector joint development.

WEG also was asked to assess the short and long-term economic benefits of the on-site joint/commercial development program. The analysis was based on a development program consisting of a new 350-room hotel, 300,000 square feet of office space, and 75,000 square feet of meeting/exhibition space. [6]

Regarding the long-term economic benefits of the on-site joint/commercial development program, a total of 7,105 new permanent jobs will be created as a result of the operations and maintenance of the MIC joint development program. Table 3 contains a breakdown of these jobs by industry classification. New labor income associated with these jobs is estimated at $270.4 million annually. Regarding new tax revenue, $126 million per year is expected to be paid to federal, state, and local governments. An additional $574 million in annual Gross State Product is expected to be realized on a recurring basis.

The total economic impact of the MIC joint development program is estimated at $1.2 billion per year, defined as above -- the total of all public and private sector spending arising as a result of the project.

Table 3: New Jobs Created by the MCS Joint Development

[6] FINAL Project Report, Miami Intermodal Center Market, Economics Research Associates, February 2008.

Industry	New Jobs
Government & Other	113
Construction	39
Manufacturing	81
Wholesale Trade & Transportation Services	359
Retail Trade	867
Knowledge-Based Services	5,065
Visitor Industry	581
Total All Industries	***7,105***
Impact Recap	**Number**
Direct	2,018.2
Indirect	3,498.0
Induced	1,588.7
Total	**7,104.9**

(iii) Livability: *Improving the quality of living and working environments and the experience for people in communities across the United States. Defined as projects that not only deliver transportation benefits, but also have a positive impact on qualitative measures of community life, including: (1) Enhanced user mobility through the creation of more convenient transportation options for travelers; (2) Improved transportation choices by enhancing points of modal connectivity or by reducing congestion on existing modal assets; (3) Improved accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or to make goods, commodities, and services more readily available to these groups; and/or (4) The result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process. Livability improvements may include projects for new or improved biking and walking infrastructure. Particular attention will be paid to the degree to which such projects contribute significantly to broader traveler mobility through intermodal connections, or improved connections between residential and commercial areas.*

Refer to Section 2.0, **Meeting Transportation Challenges.** Each of the qualitative measures associated with this selection criterion were identified as goals for the MIC Program in the Purpose and Need section of the MIC FEIS. Section 2.0 of this application also describes how the MIC Program and, specifically, the MCS addressed those goals and met the associated transportation challenges.

Of particular relevance, and as described in Section 5.1.1(i), **State of Good Repair**, the MCS was designed to facilitate access for persons with disabilities to the transportation modes serving the MCS. Both of the new rail platforms are connected to an elevated pedestrian concourse via escalators and elevators. The pedestrian concourse provides a physical connection between the rail platforms and the intercity bus terminal, and connections to the other transportation modes serving the MCS, i.e., Metrorail, Metrobus, and the MIA Mover.

It also should be noted that, in addition to the major tenant modes, the design of the MCS was closely coordinated with the Bicycle Pedestrian Advisory Committee (BPAC) of the Miami MPO. The MCS design provides accommodations and amenities for bicycle users in the form of bicycle racks, bicycle storage lockers, men's and women's locker rooms and shower facilities. Access to these facilities is restricted and limited to persons having a key and or a card to enter the restricted area. Bicycle racks are provided outside the restricted area and can be used by the general public.

(iv) Sustainability: *Improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefitting the environment. (1) Improve energy efficiency, reduce dependence on oil and/or reduce greenhouse gas emissions; applicants are encouraged to provide quantitative information regarding expected reductions in emissions of CO2 or fuel consumption as a result of the project, or expected use of clean or alternative sources of energy; projects that demonstrate a projected decrease in the movement of people or goods by less energy-efficient vehicles or systems will be given priority under this factor; and (2) Maintain, protect or enhance the environment, as evidenced by its avoidance of adverse environmental impacts (for example, adverse impacts related to air quality, wetlands, and endangered species) and/or by its environmental benefits (for example, improved air quality, wetlands creation or improved habitat connectivity).*

As an intermodal transportation passenger hub, the MCS is not a mode of transportation and therefore does not directly generate passenger trips through alternative (non-highway) modes of public transportation. Qualitatively, the MCS will improve the efficiency and effectiveness of the region's transportation system through the integration of the tenant modes and afford to travelers and workers more convenient access to these modes. It will therefore serve as a catalyst or inducement to reduce dependence on highway travel.

Regarding the environmental benefit related to the MCS, the MIC FEIS documents the alternatives considered for the selection of the MCS site.[7] The evaluation criteria used to screen and select the MCS site alternatives included factors related to transportation, land use and planning, economic development, financial, and environmental impacts, including: impacts to neighborhoods, cultural resources, parklands and 4(f) resources, noise, air quality, and

[7] The MCS was formerly referred to as the MIC Core during the development of the FEIS.

contamination. The site selected for the MCS was the environmentally preferred alternative and was subsequently adopted as the Locally Preferred Alternative (LPA). The selected MCS site consists of 16.5 acres. Adding the 8.5 acres for the adjacent proposed joint development, the combined MCS/joint development site totals 25 acres. The site has been acquired and partially remediated. The additional required remediation is part of the scope for the MCS project.

(v) Safety: *Improving the safety of U.S. transportation facilities and systems. The project's ability to reduce the number, rate and consequences of surface transportation-related crashes, and injuries and fatalities among drivers and/or non-drivers in the US or in the affected metropolitan area or region, and/or its contribution to the elimination of highway/rail grade crossings, the protection of pipelines, or the prevention of unintended release of hazardous materials.*

As an intermodal transportation passenger hub, the MCS does not directly contribute to the reduction of surface transportation-related crashes. However, the safety and security of its users/patrons have been considered in the design of the facility. The MCS incorporates facilities for a Miami-Dade Police Department substation, including an office, storage space, and designated parking. The office space is sized to accommodate two officers. The storage area will be used for storing two golf carts that will be used to navigate the 16.5 acre site. A designated parking area for three police cars has been incorporated into the drop-off area directly adjacent to the substation.

In addition, a system of closed circuit television cameras (CCTV) has been incorporated into the MCS design. CCTV cameras will be located at strategic points in the parking area, along the station platforms, and along the pedestrian concourse to monitor entrances to elevators, stairs, and escalators. The CCTV camera locations will be connected to a central network recorder located on site. Network connectivity to each of the tenant modes' facilities will be thru LAN data lines.

Evaluation of Expected Project Cost and Benefits:

Include benefit-cost analysis (''BCA''), including the monetization and discounting of costs and benefits to a common unit of measurement in present-day dollars. For BCA to yield useful results, full consideration of costs and benefits is necessary. These include traditionally quantified fuel and travel time savings as well as greenhouse gas emissions, water quality impacts, public health effects, and other costs and benefits that are more remotely connected to vehicle-miles or are harder to measure. The Department recognizes that some costs and benefits

are more difficult to quantify or monetize than others. In presenting benefit-cost analyses, applicants may include qualitative discussion of the likely effects of better or more complete information on the net benefits presented and the reasons such information was not available for analysis. Where quality or completeness of data are not sufficient to allow a meaningful assessment of whether a project's net benefits are positive or negative, applicants should discuss the data limitations that lead to this conclusion and present a qualitative comparison of costs and benefits.

Clearly, the MCS is a project that does not easily lend itself to a traditional benefit cost analysis.

- The MCS is an intermodal transportation passenger hub and does not directly generate trips. Trip generation is a function of the tenant modes and FDOT is not requesting TIGER Grant funds for the tenant mode projects.
- As a result of the MIC FEIS/ROD, very limited study and/or analysis was required for the tenant mode agencies to justify proceeding with their MIC-related projects. Thus, there are no current user benefit assessments or similar analyses available for the individual tenant mode projects.
- It is also important to note that:
    - During the conduct of the MIC FEIS, SFRTA/Tri-Rail was already in the process of extending its service to the vicinity of the MCS through construction of its existing MIA Station.
    - While not conveniently located for efficient transfers, the existing Amtrak and Greyhound terminals were already in close proximity to the MCS site. The MCS project incorporates the relocation of these existing terminals to a fully integrated intermodal transportation passenger hub.
    - Although the Earlington Heights Metrorail [MIC] Connection underwent an environmental assessment in 2006, the no-build alternative assumed several other extensions of Metrorail were built and operational, i.e., the East-West Corridor Rail, among others. Thus, the related user benefit analysis contained in the environmental document does not reflect today's situation regarding the financial feasibility of the additional extensions of Metrorail. As noted earlier, the Earlington Heights Metrorail Connection is under construction.
    - The MIA Mover project relied heavily on the corridor alternatives analysis contained in the MIC FEIS/ROD related to the alignment for the project. As with the Earlington Heights Metrorail Connection, the MIA Mover is also under construction.

The MCS is the last remaining element to complete the intermodal vision contained in MIC FEIS/ROD. As previously noted, early completion of MCS will not only result in the economic stimulus directly associated with the MCS, but also serve as a catalyst for realizing the economic stimulus that will result from the adjacent joint development program.

5.1.2 Evaluation of Project Performance:

Several of the economic recovery measures and long term outcomes have been sufficiently quantified to allow for the evaluation of actual results compared to the projections made in

Sections 5.1.1 and 5.1.3. In addition, while not included in the scope for the MCS project, utilization of the tenant modes could be monitored and evaluated as a surrogate for reductions in highway travel.

5.1.3 Job Creation and Economic Stimulus:

(i) Whether the project promotes the short or long-term creation or preservation of jobs and whether the project rapidly promotes new or expanded business opportunities during construction of the project or thereafter. Demonstration of a project's rapid economic impact is critical to a project's alignment with this criterion: (1) the total amount of funds that will be expended on construction and construction-related activities by all of the entities participating in the project and, to the extent measurable, the number and type of jobs to be created and/or preserved by the project during construction and thereafter. (2) Applicants should also identify any business enterprises to be created or benefited by the project during its construction and once it becomes operational.

As discussed in Section 5.1.1(ii), the Washington Economics Group, Inc. (WEG) (http://www.weg.com) was asked by FDOT to assess the short and long-term economic benefits of the MCS. Long term economic benefits are discussed in Section 5.1.1(ii), *Economic Competiveness*.

Regarding short term economic benefits, based on the total construction and construction-related costs of $114.4 million (see Table 1) to complete the MCS, Table 4 shows the number and type of jobs to be created during the construction of the project.

Table 4: Jobs Created by the Construction of the MIC Central Station

Industry	New Jobs
Government & Other	53
Construction	1,056
Manufacturing	31
Wholesale Trade & Transportation Services	63
Retail Trade	167
Knowledge-Based Services	525
Visitor Industry	68
Total All Industries	**1,965**
Impact Recap	**Number**
Direct	1,113.3
Indirect	337.3
Induced	514.0
Total	**1,964.6**

A total of 1,965 new jobs will be created to support the construction of the MCS. Table 4 contains a breakdown of these jobs by industry classification. New labor income associated with these jobs is estimated at $87.4 million during the construction period. Regarding new tax

revenue, $28.1 million is expected to be paid to federal, state, and local governments. An additional $116.8 million in Gross State Product is expected to be realized during the construction of the MCS.

The total economic impact of the construction of the MCS is estimated at $211.7 million, defined as the total of all public and private sector spending arising as a result of the construction of the project. These expenditures include: expenditures directly related to the project, purchases of goods and services, and expenditures by workers and others who have benefited either directly or indirectly from the project.

Completion of the MCS is believed to serve as the catalyst for development of the adjacent 8.5 acre joint/commercial development area. Consequently, there will be opportunities for the creation of new business enterprises once the joint/commercial development becomes operational. The joint/commercial development program is predicated on the following operational uses: new 350-room hotel, 300,000 square feet of office space, and 75,000 square feet of meeting/exhibition space.

(ii) Applicants are encouraged to provide information to assist the Department in assessing (1) whether the project will promote the creation of job opportunities for low-income workers through the use of best practice hiring programs and utilization of apprenticeship (including preapprenticeship) programs; (2) whether the project will provide maximum practicable opportunities for small businesses and disadvantaged business enterprises, including veteran-owned small businesses and service disabled veteran-owned small businesses; (3) whether the project will make effective use of community-based organizations in connecting disadvantaged workers with economic opportunities; (4) whether the project will support entities that have a sound track record on labor practices and compliance with Federal laws ensuring that American workers are safe and treated fairly; and (5) whether the project implements best practices, consistent with our nation's civil rights and equal opportunity laws, for ensuring that all individuals -- regardless of race, gender, age, disability, and national origin -- benefit from the Recovery Act.

Turner Construction Company (Turner) was competitively procured as the Construction Manager at Risk (CM@Risk) contractor for the MIC Program in March of 2003. This innovative contracting/project delivery method was selected with the concurrence of the FHWA as the lead federal agency for the program. Turner has successfully undertaken five construction packages, with two of the five currently under construction: the RCF (GMP #4-A)[8] and the MIA Mover Station at the MIC (GMP #5), respectively. It is anticipated that FDOT will use Turner through the existing CM@Risk contract for the construction of the MCS. Utilizing the existing CM@Risk contract will avoid the extra time required for a new procurement and enable the short term economic benefits of the MCS to be realized sooner.

Turner's track record on utilization of DBEs for the five construction packages referenced above has been a success. In total, Turner has awarded nearly $36 million in contracts to DBE firms, ranging from 31% DBE utilization on GMP #1 to 9% utilization on GMP #4-A.

[8] GMP = Guaranteed Maximum Price, a negotiated maximum price for an individual construction package undertaken through the MIC Program CM@Risk contract.

In addition, Turner has been committed to promoting the creation of job opportunities for low-income workers and has reached out to several Miami-Dade County agencies to share subcontractor contact and job opportunity information to the agencies' constituents. Due in part to these efforts, Turner met and exceeded OJT goals for both GMP #4A (goal was 12; actual 19) and GMP #5 (goal was 0; actual 1). On the prior three construction packages, Turner utilized an additional 13 OJT trainees. Also, Turner has incorporated approximately 175 union apprentices in the five construction packages undertaken to date.

In the context of the MCS project, Turner will continue to work with these agencies, e.g., Community Action Agency and the South Florida Work Force Agency, to achieve similar or better results. When OJT goals are established for the MCS, Turner will work with the various trade subcontractors to identify trade specific goals and facilitate subcontractor meetings with the community agencies who can best provide potential candidates for the available OJT positions.

Historically, Turner has been committed to designing and developing programs to disseminate information to inform the community of the MIC Program; the objective being to stimulate the interest of certified DBEs, veteran owned-small businesses and service disabled veteran-owned small businesses certified through the Small Business Administration. Turner has historically worked with and through organizations such as the following to organize forums and networking opportunities for community outreach to new, potential DBE companies.

- Blackmon/Roberts Group
- Florida Department of Management Systems
- State of Florida/Office of Supplier Diversity
- The Miami-Dade Chamber of Commerce
- Allied Minority Contractors
- The Latin Builders Association
- The Contractors Resource Center
- The National Association of Women in Construction
- Trade Organizations (ABC, AGC, CASF, etc.)
- The Florida Regional Minority Purchasing Council
- Miami Dade County Small Business Development
- USDOT/Southeast Small Business Transportation Resource Center

Turner also has worked hand in hand with the Florida Departments of Transportation, Management Services, and Business Development to encourage and promote DBE certification and participation in the MIC Program. For example:

- Turner planned and sponsored a DBE Matchmaker Conference in December 2007 to generate DBE interest in the MIC RCF (GMP #4A) project. There were approximately 50 people in attendance, which included Turner subcontractor representatives.
- Turner planned and sponsored a USDOT DBE Certification Workshop in April 2008. Turner referred more than 20 minority and women owned business to the workshop for DBE certification. FDOT had representatives on site to interview these referrals and expedite the certification process.
- In June 2008, Turner attended the South Florida Water Management District Small Business Enterprise Certification Workshop where Turner met and recruited DBEs from this event.

- In June 2008, Turner attended a small business conference hosted by the Miami-Dade Expressway Authority, which afforded another opportunity for the recruitment of DBE firms.

Turner's policy is to promote economic advancement of minorities and women as individuals and as business owners through employment and award of contracts/subcontracts. The intent of this policy is to ensure that qualified small, minority and women-owned businesses have an opportunity to compete for and participate in program management and contracting opportunities on projects in Miami Dade County. Turner has been committed to using "best practices" to obtain meaningful and substantial small business participation of minority and/or female contractors, vendors, and labor force. Examples of "best practices" used include:

- Identification and solicitation of interest of Small and Minority Business Enterprises to bid on work. Many of these contractors, subcontractors and materials suppliers have been previously utilized on past and current projects with Turner in the Miami-Dade County area.
- Utilization of those firms certified with the Miami Dade County Public Schools Office of Small Business Assistance, Miami-Dade County Small Business Development and the State of Florida - Office of Supplier Diversity.
- Tuner also utilizes other resources such as the Contractors Resource Center, the National Association of Women in Construction (NAWIC), local trade organizations, the USDOT/Southeast Small Business Transportation Resource Center, the Minority Business Development Center, the Florida Regional Minority Business Council (FRMBC), and the South Florida affiliate of the National Minority Supplier Development Council (NMSDC) to assist in identifying certifiable DBEs and to assess their ability to be pre-qualified, bid and perform work in their area of expertise. These resources provide Turner the opportunity to create a stronger DBE contractor base.

Since 1993, the Turner South Florida Office has sponsored "The Turner School of Construction Management" for small, disadvantaged, minority and women owned business enterprises in the local community. The courses are designed to expand the knowledge of small businesses in the construction industry and business principles and practices. Turner has trained and graduated over 1,200 small, minority and women owned businesses in the South Florida area. This eight to twelve week course is taught by professional Turner staff volunteers and includes such topics as Blue Print Reading and Specifications, Building Code Compliance, Risk Management, Business Development, Construction Estimating and Preconstruction, Safety, Job Planning and Set-up, Engineering and Project Records, Change Order Management, Cost and Budget Control, Effective Negotiations and many others. These courses have helped attendees win contracts, often to work with or for Turner, and build networks among themselves, leading to fruitful joint ventures and long-term business relationships.

Turner prequalifies all subcontractors prior to inviting them to bid on a project, requiring them to be fully compliant with all federal laws regarding American workers, their safety and treatment. All subcontractors are required to comply fully with, among other federal, state and local requirements: FHWA-1273, which includes Non-discrimination, Non-Segregated Facilities, Payment of Predetermined Minimum Wages, Safety: Accident Prevention, the health and safety requirements set forth in 23 C.F.C. – 635.108, the prevailing wage requirements set forth in 42 U.S.C. – 276a U.S.C. - 113, as supplemented by 29 C.F.R. Part 5, 23 C.F.R. – 635.117(f), 635.118.

Turner's standard form contract requires that all subcontractors comply with the following laws regarding national civil rights and equal opportunity:

- The Americans with Disabilities Act of 1990 and implementing regulations.
- Title VI of the Civil Rights Act of 1964, as amended.
- Equal Employment Opportunity under Executive Order 11246 dated September 24, 1965, any Executive Order amending such order, and implementing regulations.

5.1.4 Project Readiness:

(i) Project Schedule: *a feasible and sufficiently detailed project schedule demonstrating that the project can begin construction quickly upon receipt of a TIGER Discretionary Grant and that the Grant Funds will be spent steadily and expeditiously once construction starts; the schedule should show how many direct, on-project jobs are expected to be created or sustained during each calendar quarter after the project is underway.*

Figure 4 shows the construction schedule for the MCS, including the time required for negotiation of a GMP with the CM@Risk contractor, clearing and demolition of the site, environmental remediation, and construction of the MCS. The schedule spans a total of 28 months, with construction scheduled for completion in August 2012. Utilizing the existing CM@Risk contract will avoid the extra time required for a new procurement and enable the short and long term economic benefits of the MCS to be realized sooner.

Figure 4

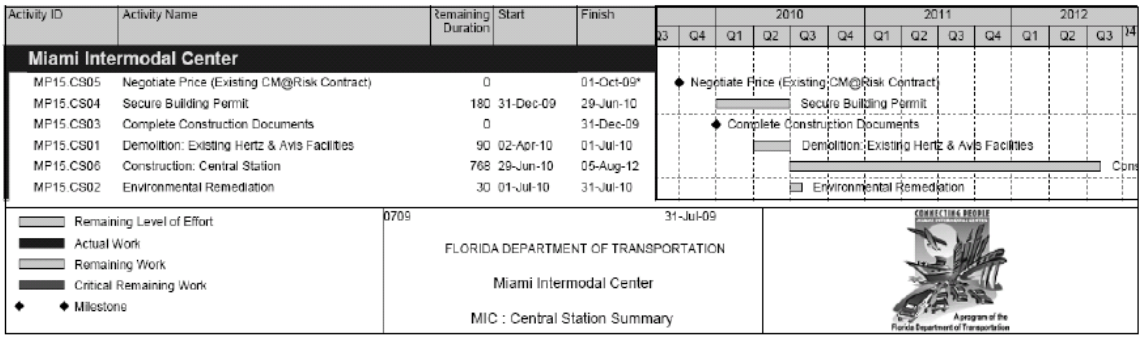


Table 5 shows the total jobs created by calendar quarter during the MCS construction period, broken down by direct, indirect and induced jobs.

Table 5: Jobs Created by Calendar Quarter during the MCS Construction Period

Qtr Ending	Direct	Indirect	Induced	Total Jobs
Jun-10	47	14	21	82
Sep-10	120	36	55	212
Dec-10	325	99	150	574
Mar-11	147	45	68	259
Jun-11	91	27	42	160
Sep-11	90	27	41	159
Dec-11	177	54	82	312
Mar-12	89	27	41	156
Jun-12	25	8	12	44
Sep-12	4	1	2	7
Totals	***1113***	***337***	***514***	***1964***

Prior to the start of construction, existing facilities/structures will be demolished and the site remediated from possible underground contamination before construction of the MCS can proceed. The facilities/structures requiring demolition or removal include the following:

- existing SFRTA/Tri-Rail MIA station,
- Hertz parking garage, and
- Avis office building, vehicle maintenance facilities, and related rental vehicle parking areas.

Some site remediation is anticipated, in particular in the areas below the existing SFRTA/Tri-Rail tracks and the underground fuel tanks belonging to Hertz and Avis. All environmental remediation will be done in close coordination with Miami-Dade County's Department of Environmental Resources Management (DERM).
The MCS construction documents are scheduled to be 60% complete by September 2009, and 100% completed by the end of the calendar year. Completion of the 60% documents will be sufficient for negotiating a GMP with Turner. The 100% documents are scheduled to be submitted to the Miami-Dade County Building Department in January 2010 with a building permit secured approximately six months later (summer 2010). No other permits are required.

(ii) Environmental Approvals: *Receipt (or reasonably anticipated receipt) of all environmental approvals necessary for the project to proceed to construction on the timeline specified in the project schedule, including satisfaction of all Federal, State and local requirements and completion of the National Environmental Policy Act process.*

The MIC Program satisfied the NEPA process when it received a Record of Decision in April of 1998. No other environmental approvals are required.

(iii) Legislative Approvals: *Receipt of all necessary legislative approvals (for example, legislative authority to charge user fees or set toll rates), and evidence of support from State and local officials, including relevant governor(s) and/or mayors. Evidence of support from all relevant State and local officials is not required; however, the evidence should demonstrate that the project is broadly supported.*

There are no special legislative approvals necessary for the MCS to proceed.

(iv) State and Local Planning: *The inclusion of the project in the relevant State, metropolitan, and local planning documents, or a certification from the appropriate agency that the project will be included in the relevant planning document prior to award of a TIGER Discretionary Grant.*

The MCS is included in the Miami MPO's Adopted 2010 Transportation Improvement Program and is likewise included in the State Transportation Improvement Program/FDOT Adopted Five Year Work Program.

(v) Technical Feasibility: *The technical feasibility of the project, including completion of substantial preliminary engineering work.*

There are no technical feasibility issues and as noted in item (i) above, **Project Schedule,** complete construction documents will be available by the end of the calendar year.

(vi) Financial Feasibility: *The viability and completeness of the project's financing package (assuming the availability of the requested TIGER Discretionary Grant funds), including evidence of stable and reliable financial commitments and contingency reserves, as appropriate, and evidence of the grant recipient's ability to manage grants.*

Section 4.0, **Grant Funds and Sources and Uses of Project Funds**, shows the breakdown of funding available, including the requested TIGER Discretionary Grant. Those amounts listed as "FDOT Adopted Work Program", including the "ARRA/Intercity Bus" grant ($2.3 million), are included in FDOT's Adopted Five-Year Work Program and are currently available for use on the MCS project.

5.2 Secondary Selection Criteria

5.2.1 Innovation: *In order to measure a project's alignment with this criterion, the Department will assess the extent to which the project uses innovative technology (including, for example, intelligent transportation systems, dynamic pricing, rail wayside or onboard energy recovery, smart cards, real-time dispatching, active traffic management, radio frequency identification (RFID), or others) to pursue one or more of the long-term outcomes outlined above and/or to significantly enhance the operational performance of the transportation system. The Department will also assess the extent to which the project incorporates innovations that demonstrate the value of new approaches to, among other things, transportation funding and finance, contracting, project delivery, congestion management, safety management, asset management, or long-term operations and maintenance. The applicant should clearly demonstrate that the innovation is designed to pursue one or more of the long-term outcomes outlined above and/or significantly enhance the transportation system.*

Section 5.1.1(i), **State of Good Repair**, refers to sources of operating revenues, including revenues from advertising and sponsorship opportunities through contracts with the private sector. The advertising program concept envisions a digital signage component, which will allow the tenant modes and MIA to incorporate public information messaging along with commercial advertising. The specifics will be spelled out in the competitive procurement for the advertising program and is anticipated to include tenant mode scheduling information and, potentially, air transportation flight information.

Although not proposed for use on the MCS, the MIC Program has a history of innovative finance. Shortly after the ROD was received in 1998, FDOT applied for and was approved for up to $433 million in Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance. The MIC Program's complex and innovative original finance plan is detailed in FDOT's TIFIA loan application. The MIC RCF is currently being financed with $270 million in direct TIFIA loans. A copy of FDOT's original TIFIA loan application can be found at the following link: http://www.dot.state.fl.us/financialplanning/finance/mic/TIFIA%20Application-MIC.pdf. Of particular note, Exhibit IV (B) of the TIFIA application contains a copy of the MIC Record of Decision, dated April 9, 1998.

Section 5.1.4(i), **Project Schedule**, refers to the use of the CM@Risk contracting/project delivery method. In place since March of 2003, this innovative project delivery approach has expedited the delivery of several MIC Program-related construction packages. It is planned as the delivery method for the MCS. Using the existing MIC CM@Risk contract will avoid the extra time required for a new procurement and enable both the short and long term economic benefits of the MCS to be realized sooner.

5.2.2 Partnership:

(i) Jurisdictional and Stakeholder Collaboration: *(a) involvement of non-Federal entities and the use of non-Federal funds, including the scope of involvement and share of total funding, and (b) collaboration among neighboring or regional jurisdictions to achieve National, regional or*

metropolitan benefits. Priority will be given to projects that: (1) receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or nonprofit entities, including parties not traditionally involved in transportation projects, such as nonprofit community groups, (2) make effective use of community-based organizations in connecting disadvantaged people with economic opportunities, and (3) will help to complete an overall financing package.

Section 4.0, **Grant Funds and Sources and Uses of Project Funds,** contains the current funding plan for the MCS, which relies on state funds, previously awarded ARRA grant funds, and the requested TIGER Discretionary Grant. Based on state funding currently available to FDOT, it could take until FY 2016 to incrementally add and accumulate sufficient funding in FDOT's adopted work program to proceed with construction of the MCS. Add to that a 28 month construction schedule and, without the award of the requested TIGER Discretionary Grant, a fully operational intermodal transportation passenger hub would not be available to the public until FY 2018. While not funding contributors, the MCS involves several other public and "private" entities through the project's planned accommodation of the tenant modes, i.e., SFRTA, Amtrak, and Greyhound.

The concept of an intermodal transportation passenger hub will inherently aide in connecting disadvantaged people with economic opportunities – both short term opportunities through the expedited construction of the MCS and the adjacent MIC joint development area, and longer term opportunities through the operations and maintenance of the MCS and adjacent joint development. In addition, the MCS will enhance and expand transportation choices for those defined as transportation disadvantaged and, in the process, provide direct access to the on-site economic opportunities at the MIC as wells as access to employment and business opportunities in the surrounding Airport-West Dade market area.

(ii) Disciplinary Integration: *In order to demonstrate the value of partnerships across government agencies that serve the various public service missions forwarded by the Recovery Act and to promote collaboration on the objectives outlined in this notice, the Department will give priority to projects that are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives. For example, the Department will give priority to transportation projects that create more livable communities and are supported by relevant public housing agencies, or transportation projects that encourage energy efficiency or improve the environment and are supported by relevant public agencies with energy or environmental missions.*

During the conduct of the MIC FEIS extensive consultation and coordination was carried out with agencies across all related disciplines. In fact, in December 1994, following the passage of

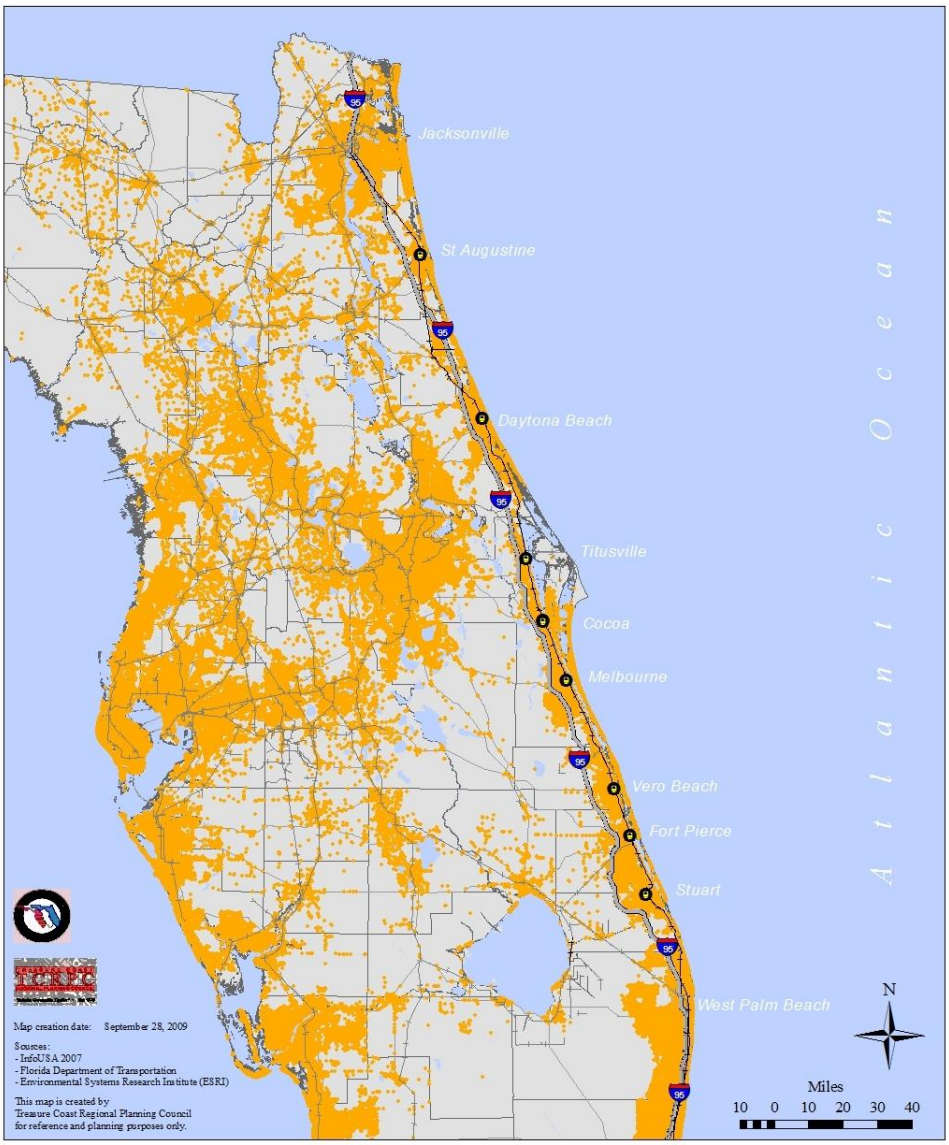
the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the MIC Program was designated as a project of national significance by the Vice President's National Performance Review Team. The designation established the MIC Program as a "Model Program for Consensus Building: Expedited Transportation and Environmental Decision Making". A copy of this designation can be found in FDOT's original TIFIA loan application, Exhibit V (A), Designated Model Program, dated December 9, 1994 at the following link: http://www.dot.state.fl.us/financialplanning/finance/mic/TIFIA%20Application-MIC.pdf.

This extensive consultation and coordination process involved many public agencies at all levels of government – federal, state, regional, and local, covering many different disciplines, including, among others: transportation, emergency management, environmental protection, parks and recreation, engineering and permitting, housing, wildlife and habitat conservation, health and human services, historic preservation, and land use planning.
Throughout the development of the MIC Program, FDOT has ensured the presence of a strong public involvement process to inform and assist the public and the business community in dealing with the impacts of MIC Program, beginning with early right-of-way acquisition through construction of MIC-related projects. Today, FDOT maintains a project field office, which includes a staffed public information component.

From the information contained in the preceding sections, the MIC Program and, specifically, the MCS was/is intended to create more livable communities and encourage energy efficiency through facilitating the use of alternative modes of transportation.

D. Public Return on Investment
(2A) Economic Recovery Benefits
Exhibit 4

AMTRAK ON FEC CORRIDOR PROJECT
Station Area Attractions & Uses along FEC Corridor



State-Wide Employment Use Data

The above map represents all business uses in the State of Florida as identified in the national InfoUSA database.

As illustrated above, there is a significant cluster of business locations along the east coast of Florida, concentrated between Interstate 95 and the Atlantic Ocean. The FEC rail corridor is located within this area as well.

The eight new station locations identified along the FEC rail corridor, including St. Augustine, Titusville, Daytona Beach, Cocoa, Melbourne, Vero Beach, Fort Pierce, and Stuart, correspond to the clusters of business activity in these general areas.

- Station Locations
- Business Uses
- FEC Railroad
- Railroads
- Interstate 95
- Major Highways

FEC Corridor - Locus Map

D. Public Return on Investment
(4) Livable Communities
Exhibit 5

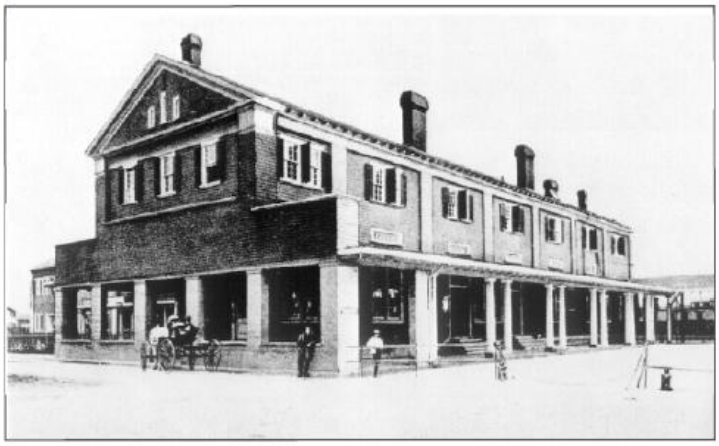
HSIPR* PROGRAM APPLICATION ~ AMTRAK ON FEC CORRIDOR

Overview of Historic Stations along Florida's East Coast

St. Augustine to Cocoa

Henry Flagler's arrival in Florida in 1878 marked a turning point in the development of Florida's east coast. Flagler's move to Jacksonville, purchase of several railroads, and his initial railroad extension to St. Augustine began a 27-year effort to extend Florida's railroad south 450 miles to Key West. Recognizing the attraction for out-of-state visitors, Flagler realized the key to the state's development was a strong transportation system. As a result, Flagler's railroad was extended south, city by city, and Florida's east coast became developed with a string of coastal towns along the Altantic Ocean. That historic development pattern continues today with a series of coastal destinations, each radiating outward from its historic Florida East Coast rail station in its core downtown.

The historic station images in this section, representing each of the eight station locations submitted as part of Florida's HSIPR application, help illustrate the long history of passenger transit along Florida's east coast.



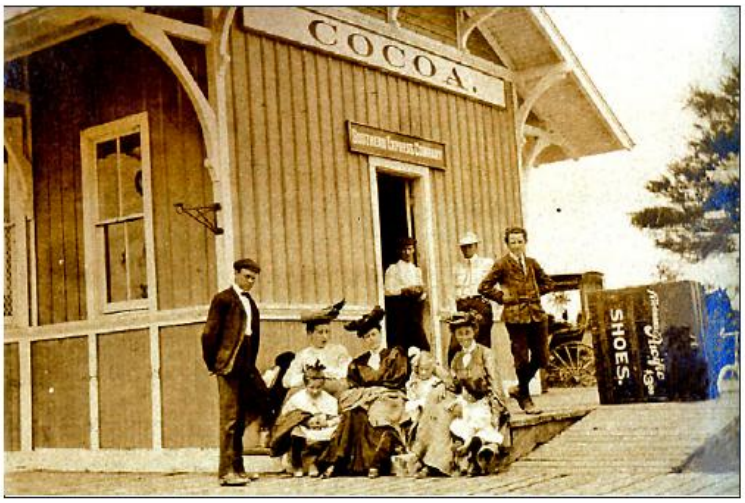
Pictured above is the historic St Augustine Train Station, c 1900s. Dubbed the "Nation's Oldest City," today's St. Augustine contains more than 1,000 designated historic structures and will celebrate its 450th anniversary in 2015. The city attracts more than 7 Million annual visitors, with roughly 3 Million including overnight stays.

After Flagler's railroad was extended to Titusville in 1893, the city constructed a larger station in 1925 (pictured above) after its first land boom. This station is still standing and included in walking tours of the historic downtown.

Passenger service was extended south from Jacksonville to Daytona in 1889. Daytona Beach's historic station, pictured above, became Daytona's first city hall.

After reaching Daytona in the late 1880s, Flagler began receiving petitions from landowners to the south requesting the railroad be extended. Accordingly, Flagler petitioned the state and received authorization to extend his railroad from the Indian River (northern Brevard County) to Miami.

Pictured to the right is the Cocoa station, established in the early 1900s. Today, the Florida Historical Society, Florida's oldest cultural organization, is headquartered in historic "Cocoa Village," located a few blocks east of the original station location.



*HSIPR Program: High-Speed/Intercity Passenger Rail Program (part of the American Recovery & Reinvestment Act of 2009)

HSIPR PROGRAM APPLICATION ~ AMTRAK ON FEC CORRIDOR

Overview of Historic Stations along Florida's East Coast

Melbourne to Stuart

The photo above, dated 1925, shows historic downtown Melbourne, with the city's original train station at the center of the image. Today's downtown maintains the same street geometry and urban form.

Below is an undated photo of early train service in Brevard County, where service was extended in 1892.

Vero Beach's historic station, pictured above, was constructed in 1903. The station building is still standing today in historic downtown Vero Beach, where it is home to Indian River County Historical Society and associated museum.

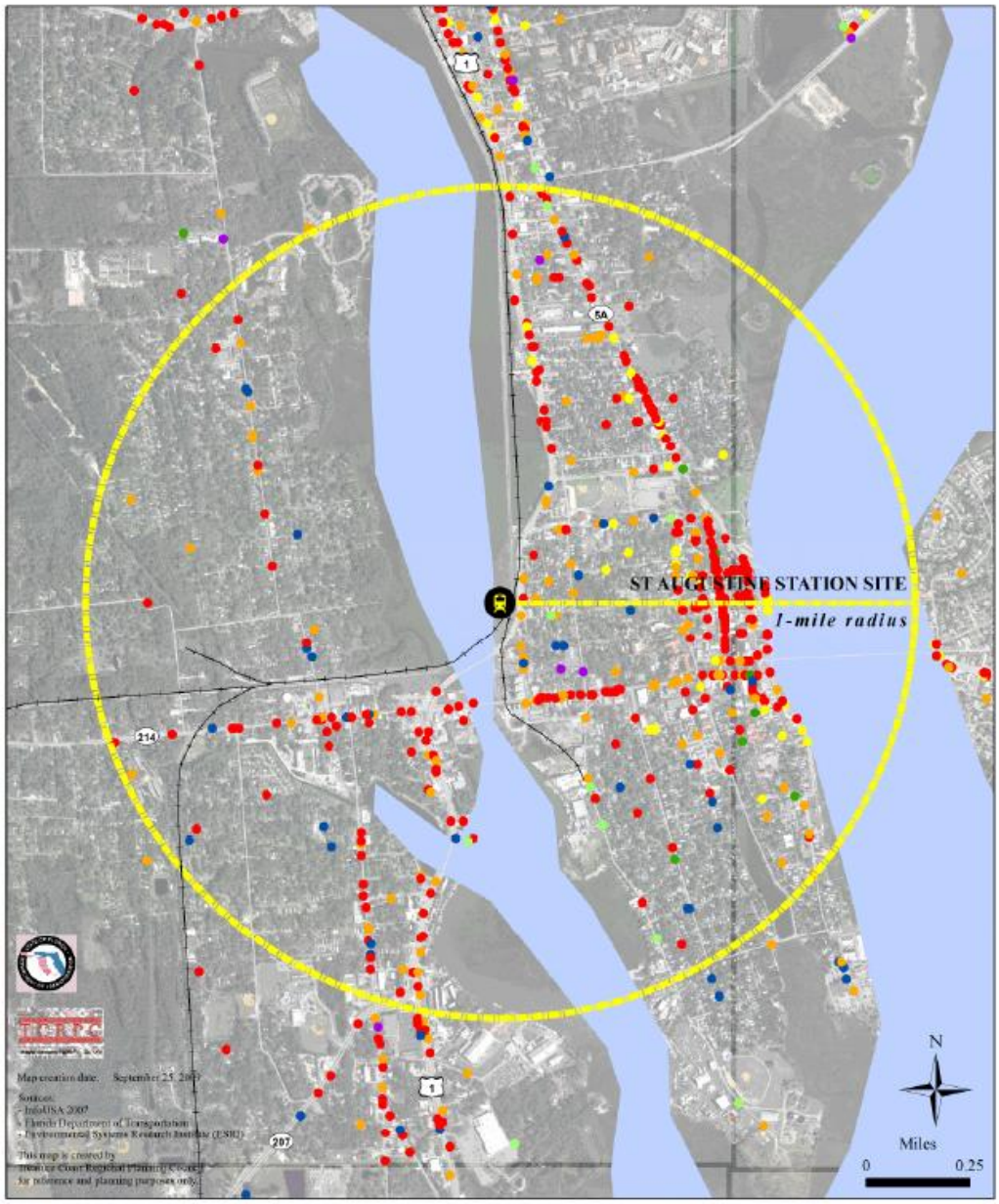
To the right is a photo of Stuart's historic passenger station along the FEC, which began operations in 1894. The station promoted access especially for tourists seeking outdoor activities and fishing, leading to the city's reputation as the "Sailfish Capital of the World." The historic downtown contains dozens of vintage structures and continues to provide an attractive year-round tourist destination.

The image above is a vintage postcard depicting Fort Pierce's historic train station, in the heart of the downtown. Today's Fort Pierce maintains a strong commitment to historic preservation and enhancement, with a clear emphasis on new buildings designed to carry forward historic architectural themes. Historic downtown Fort Pierce, on the banks of the Indian River, includes wide-water views, the city marina, and easy access to the Atlantic Ocean.

CITY OF ST AUGUSTINE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

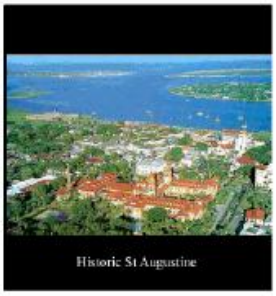
(1-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

- Key Workplace Uses (287)
- Key Retail & Restaurant Uses (543)
- Hospitals & Medical Offices (57)
- Hospitality & Lodging Facilities (47)
- Cultural & Historic Uses (16)
- Colleges & Universities (7)
- Other Tourist Destinations (26)
- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

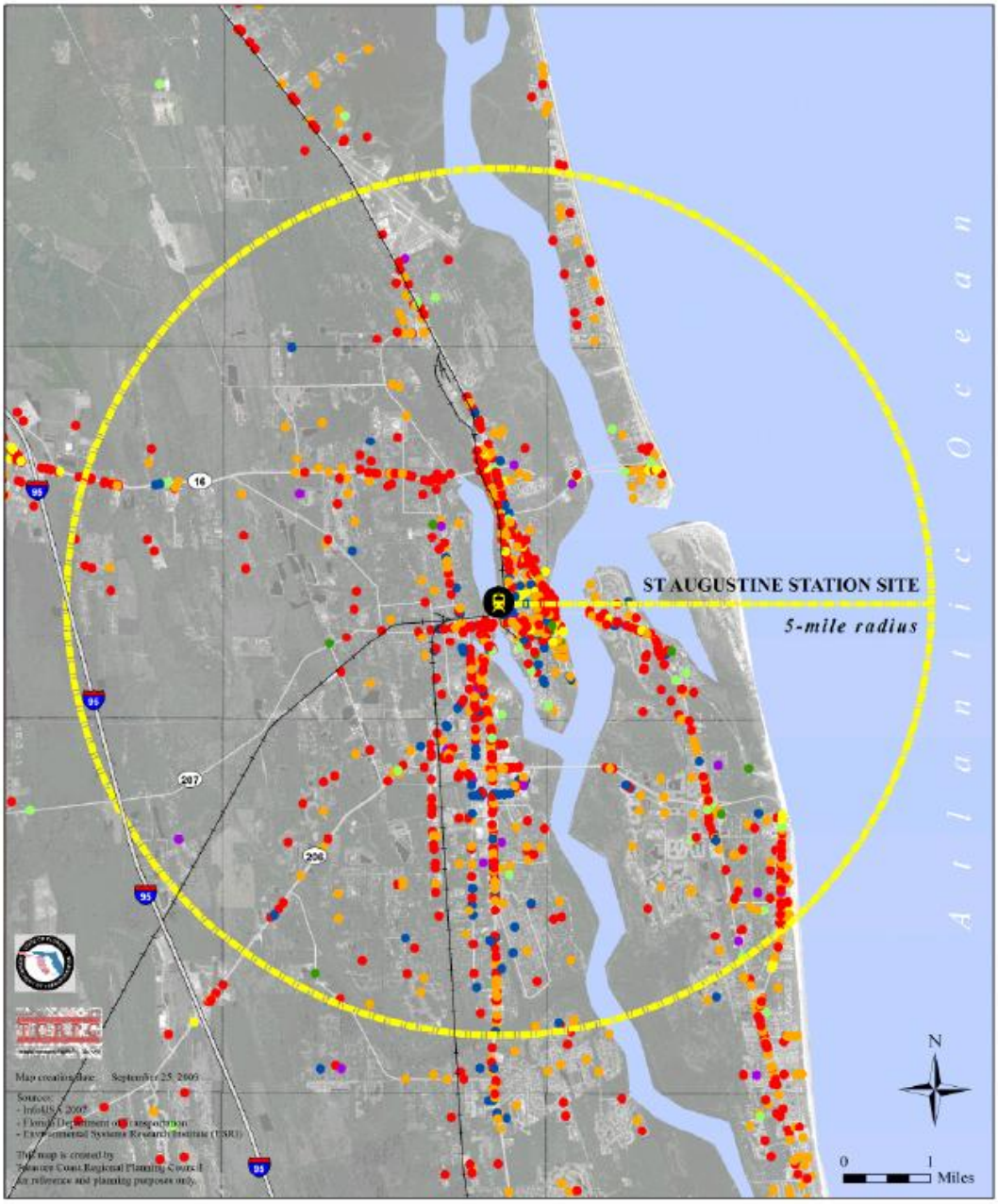


Historic St Augustine

CITY OF ST AUGUSTINE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)

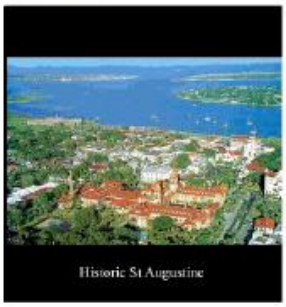


Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (826)
- Key Retail & Restaurant Uses (1,336)
- Hospitals & Medical Offices (360)
- Hospitality & Lodging Facilities (95)
- Cultural & Historic Uses (22)
- Colleges & Universities (45)
- Other Tourist Destinations (71)

- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

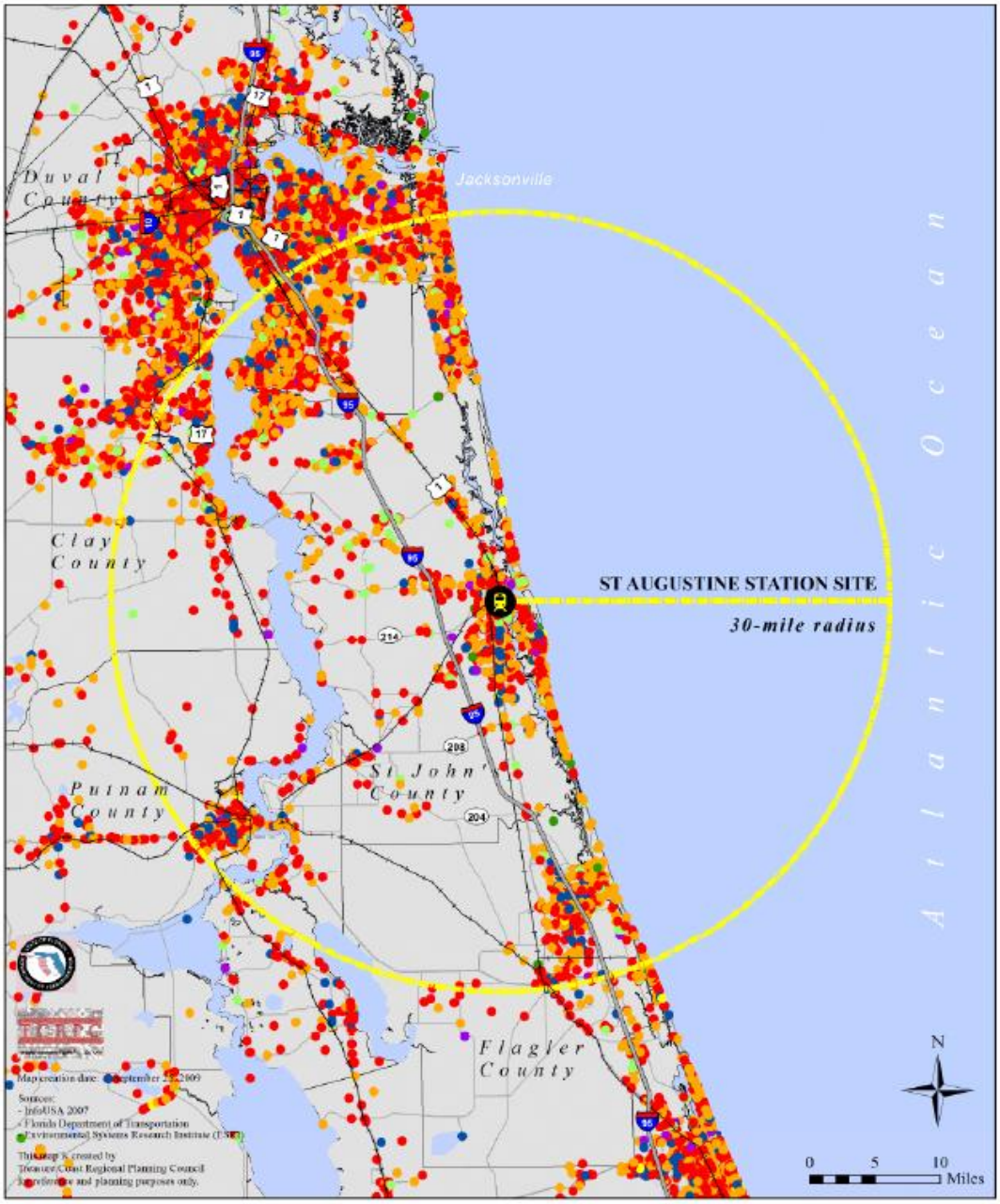


Historic St Augustine

CITY OF ST AUGUSTINE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)

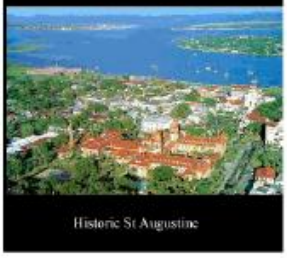


Station Area Attractions and Uses

(Total number is identified for uses within the 30-mile radius only)

- Key Workplace Uses (6,864)
- Key Retail & Restaurant Uses (7,396)
- Hospitals & Medical Offices (2,154)
- Hospitality & Lodging Facilities (195)
- Cultural & Historic Uses (48)
- Colleges & Universities (234)
- Other Tourist Destinations (281)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius



Historic St Augustine

CITY OF ST AUGUSTINE ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1, 2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	287	826	6,864
Key Retail & Restaurant Uses	543	1,336	7,396
Hospitals & Medical Offices	57	360	2,154
Hospitality & Lodging Facilities	47	95	195
Cultural & Historic Uses	16	22	48
Colleges, Universities & Educational Facilities	7	45	234
Other Tourist Destinations	26	71	281
TOTAL USES (Select Uses Only) [3]	**983**	**2,755**	**17,172**

TOTAL EMPLOYMENT (Select Uses Only) [4]	**7,762**	**27,791**	**191,882**

TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**10,736**	**36,952**	**277,826**

FOOTNOTES:

[1] *General St Augustine Station Location: Historic Downtown St Augustine (King Street).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF DAYTONA BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

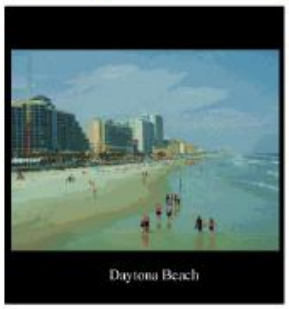
(1-mile radius from proposed station location)

Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

- Key Workplace Uses (352)
- Key Retail & Restaurant Uses (278)
- Hospitals & Medical Offices (86)
- Hospitality & Lodging Facilities (12)
- Cultural & Historic Uses (7)
- Colleges & Universities (6)
- Other Tourist Destinations (8)

- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

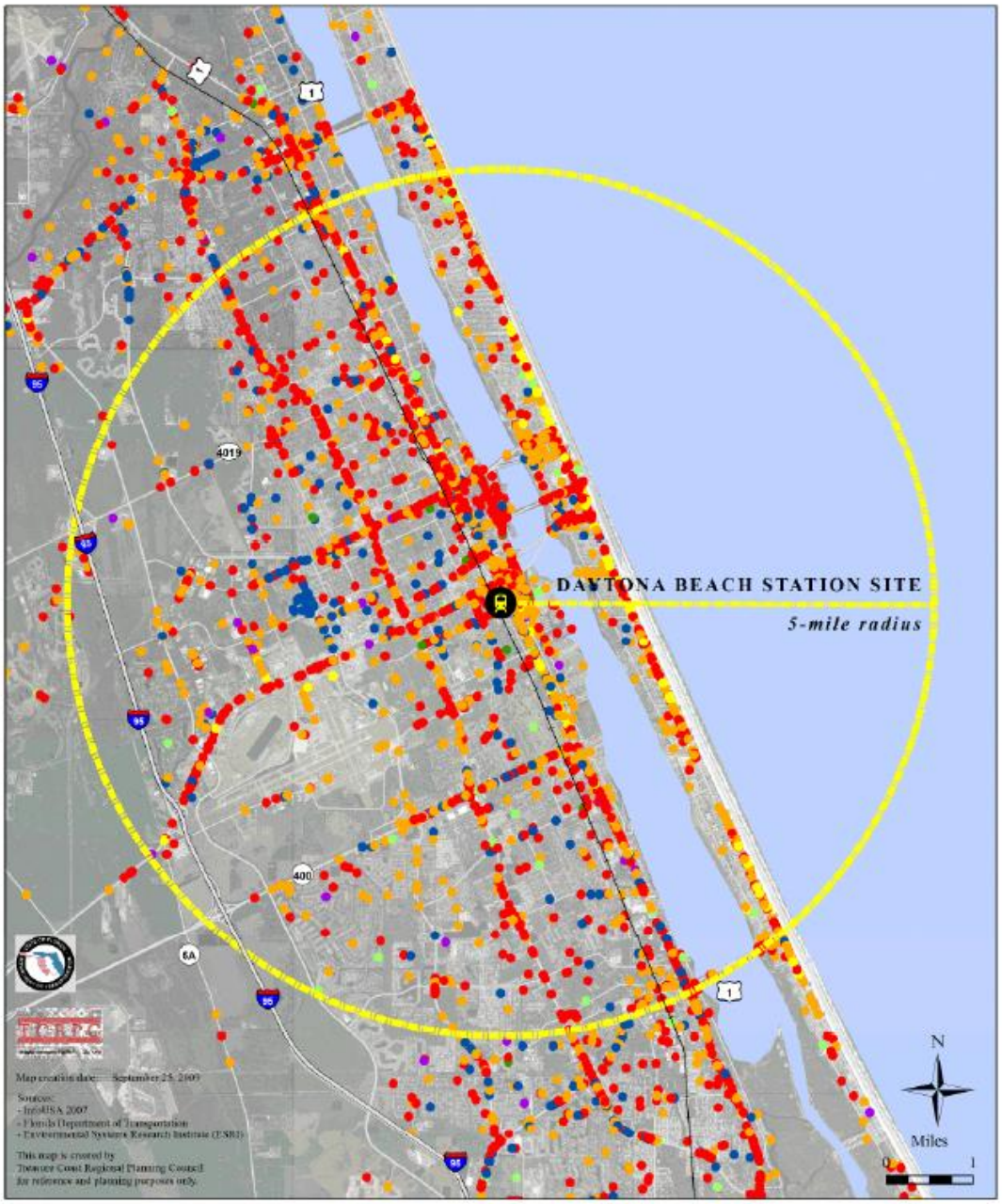


Daytona Beach

CITY OF DAYTONA BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (1,781)
- Key Retail & Restaurant Uses (2,586)
- Hospitals & Medical Offices (555)
- Hospitality & Lodging Facilities (176)
- Cultural & Historic Uses (21)
- Colleges & Universities (57)
- Other Tourist Destinations (65)

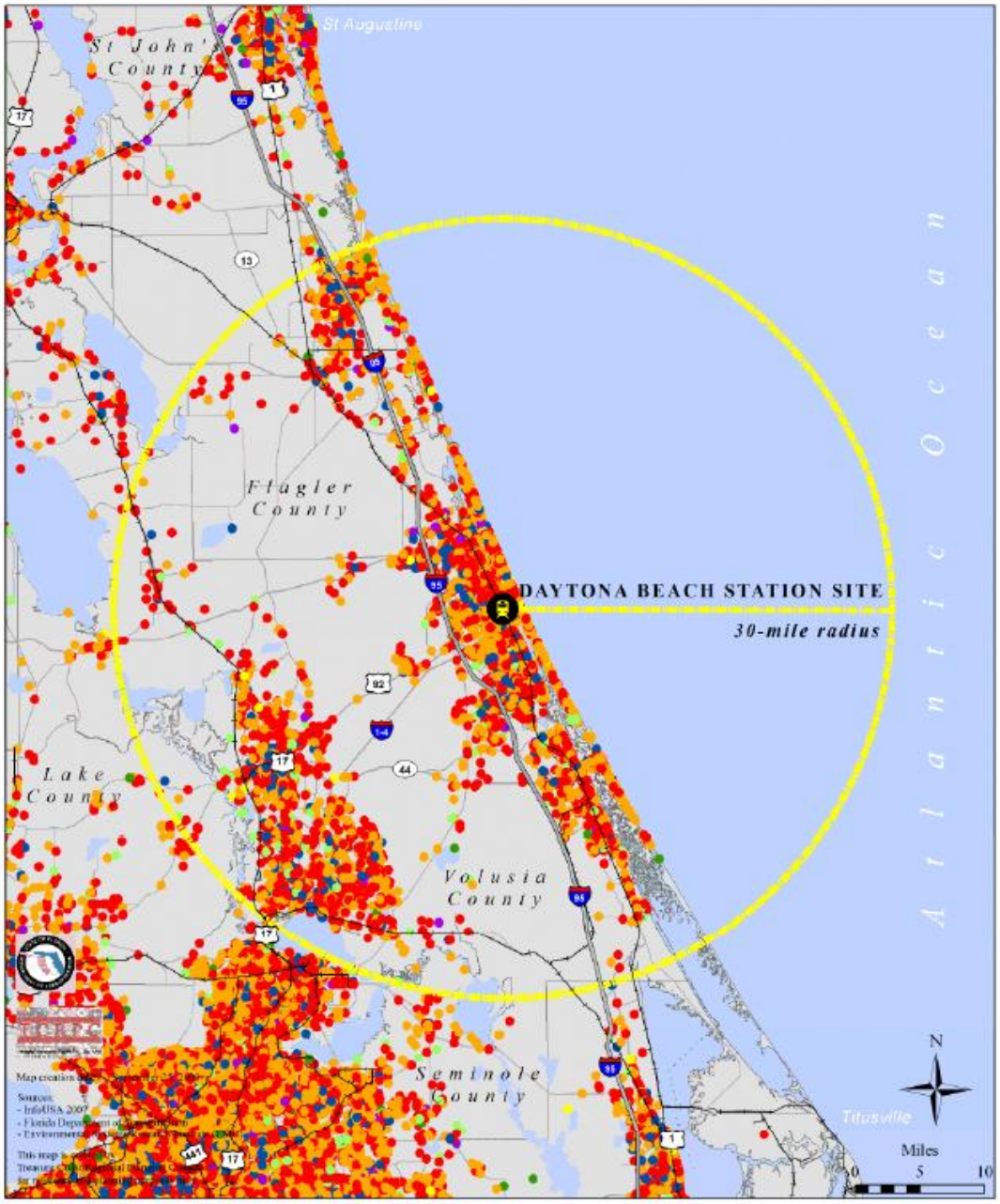
- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

Daytona Beach

CITY OF DAYTONA BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)

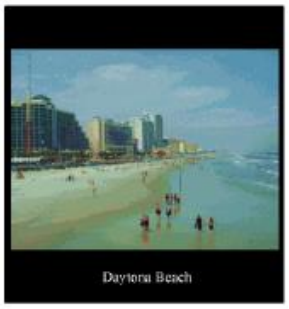


Station Area Attractions and Uses

(Total number is identified for uses within the 30-mile radius only)

- Key Workplace Uses (5,840)
- Key Retail & Restaurant Uses (7,576)
- Hospitals & Medical Offices (1,997)
- Hospitality & Lodging Facilities (280)
- Cultural & Historic Uses (64)
- Colleges & Universities (185)
- Other Tourist Destinations (293)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius



Daytona Beach

CITY OF DAYTONA BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1,2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	352	1,781	5,840
Key Retail & Restaurant Uses	278	2,586	7,576
Hospitals & Medical Offices	86	555	1,997
Hospitality & Lodging Facilities	12	176	280
Cultural & Historic Uses	7	21	64
Colleges, Universities & Educational Facilities	6	57	185
Other Tourist Destinations	8	65	293
TOTAL USES (Select Uses Only) [3]	749	5,241	16,235

TOTAL EMPLOYMENT (Select Uses Only) [4]	8,800	58,140	157,214

TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	11,488	86,949	240,068

FOOTNOTES:

[1] *General Daytona Beach Station Location: Historic Downtown Daytona (Orange Ave).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

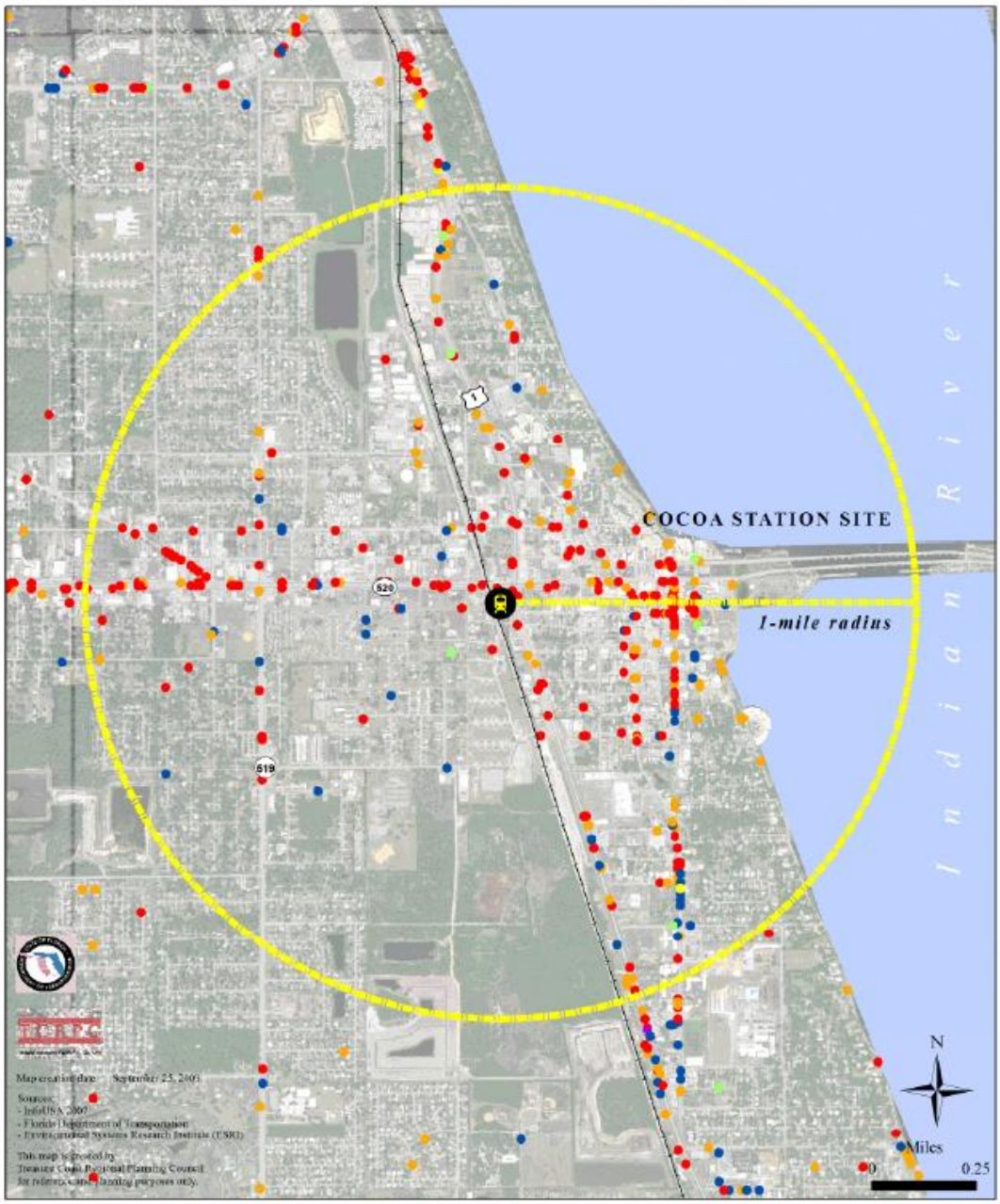
[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF COCOA ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(1-mile radius from proposed station location)

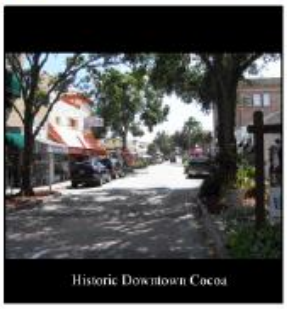


Station Area Attractions and Uses

(Total number of attractions and uses is identified for those within 1-mile radius only)

- Key Workplace Uses (197)
- Key Retail & Restaurant Uses (290)
- Hospitals & Medical Offices (84)
- Hospitality & Lodging Facilities (1)
- Cultural & Historic Uses (1)
- Colleges & Universities (4)
- Other Tourist Destinations (11)

- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

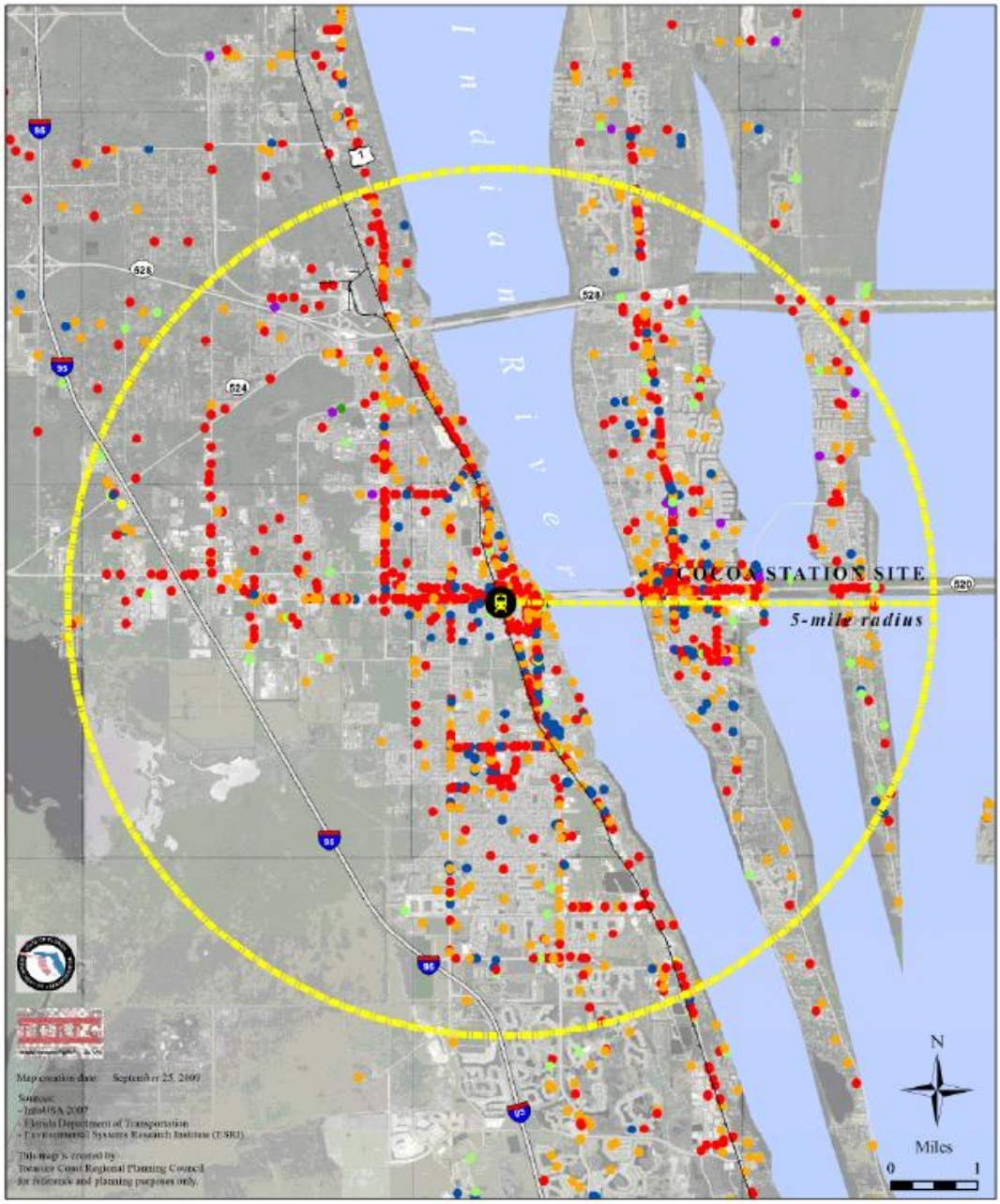


Historic Downtown Cocoa

CITY OF COCOA ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)

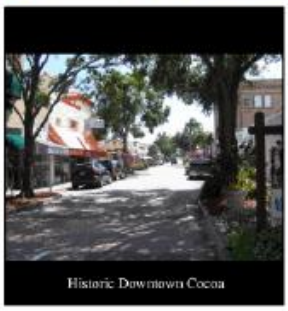


Station Area Attractions and Uses

(Total number of attractions and uses is identified for those within 5-mile radius only)

- Key Workplace Uses (1,138)
- Key Retail & Restaurant Uses (1,677)
- Hospitals & Medical Offices (451)
- Hospitality & Lodging Facilities (14)
- Cultural & Historic Uses (6)
- Colleges & Universities (46)
- Other Tourist Destinations (71)

- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

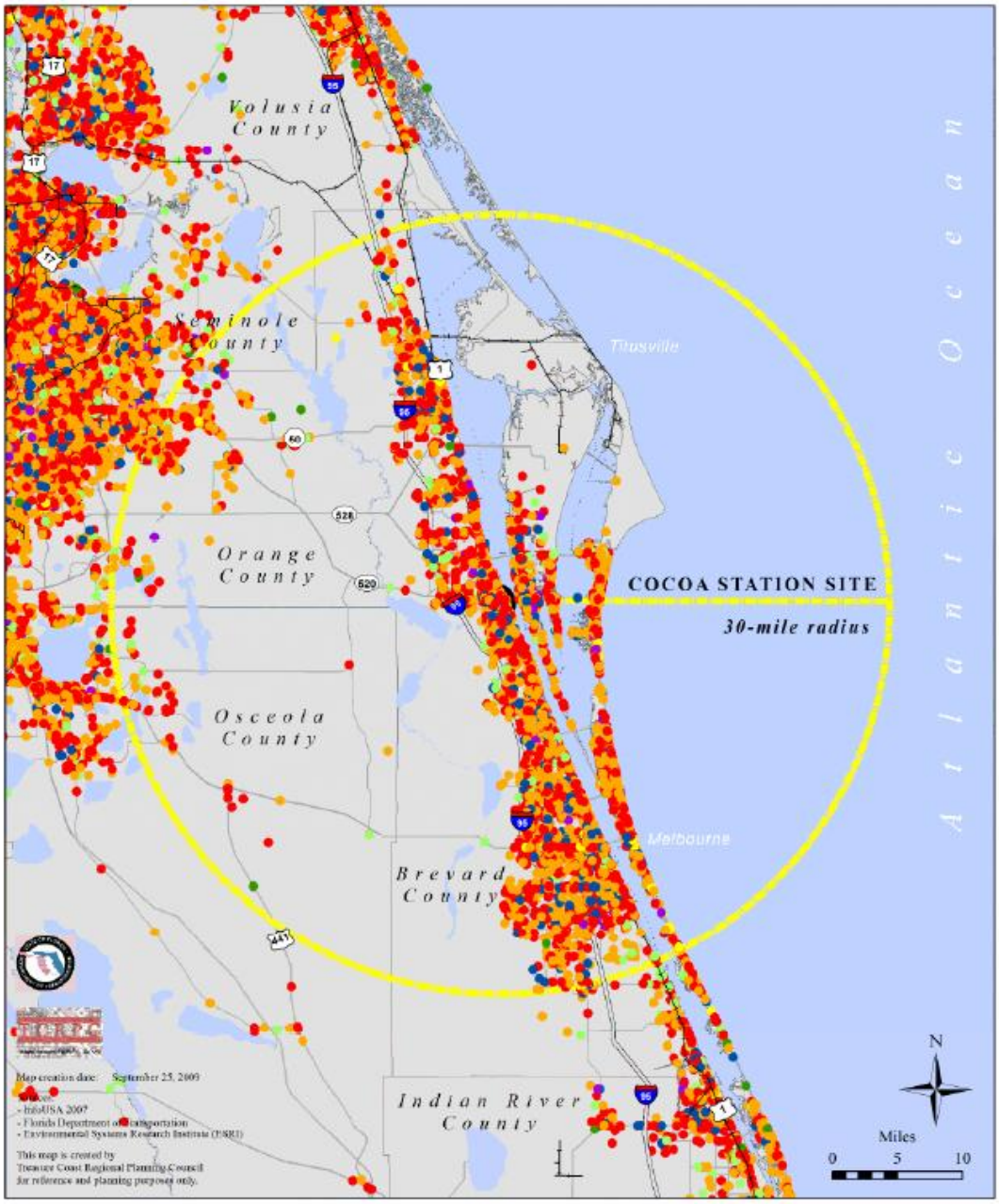


Historic Downtown Cocoa

CITY OF COCOA ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)

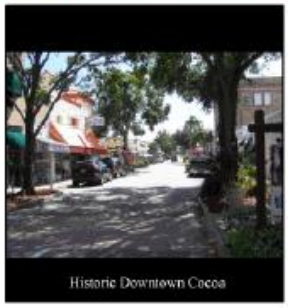


Station Area Attractions and Uses

(Total number of attractions & uses is identified for those within 30-mile radius only)

- Key Workplace Uses (5,661)
- Key Retail & Restaurant Uses (7,188)
- Hospitals & Medical Offices (1,923)
- Hospitality & Lodging Facilities (132)
- Cultural & Historic Uses (40)
- Colleges & Universities (197)
- Other Tourist Destinations (327)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius



Historic Downtown Cocoa

CITY OF COCOA ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1, 2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	197	1138	5661
Key Retail & Restaurant Uses	290	1677	7188
Hospitals & Medical Offices	84	451	1923
Hospitality & Lodging Facilities	1	14	132
Cultural & Historic Uses	1	6	40
Colleges, Universities & Educational Facilities	4	46	197
Other Tourist Destinations	11	71	327
TOTAL USES (Select Uses Only) [3]	**588**	**3,403**	**15,468**

TOTAL EMPLOYMENT (Select Uses Only) [4]	**3,994**	**30,393**	**162,244**

TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**5,702**	**47,555**	**245,116**

FOOTNOTES:

[1] *General Cocoa Station Location: Historic Downtown Cocoa (Stone Street).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

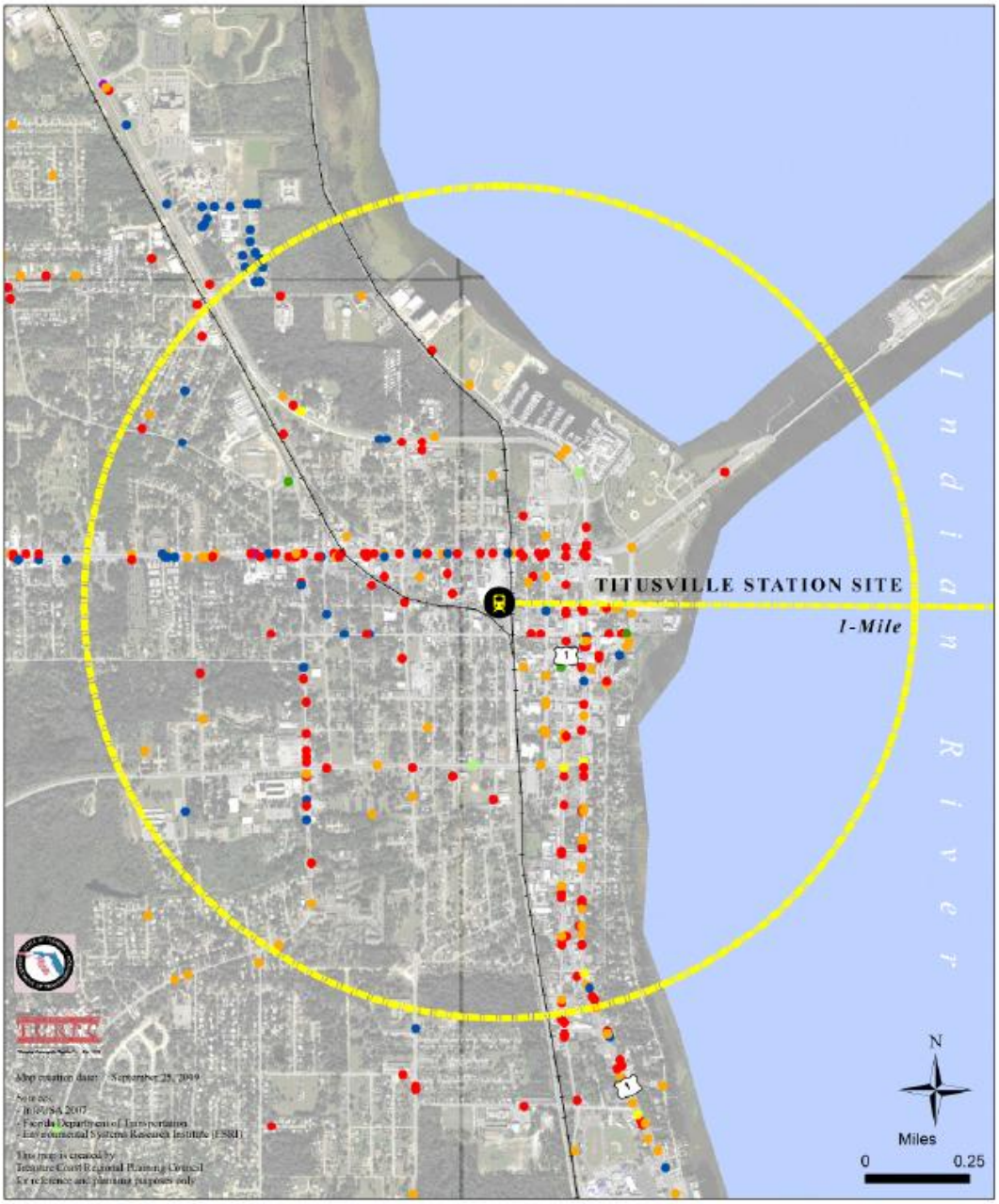
[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF TITUSVILLE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(1-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

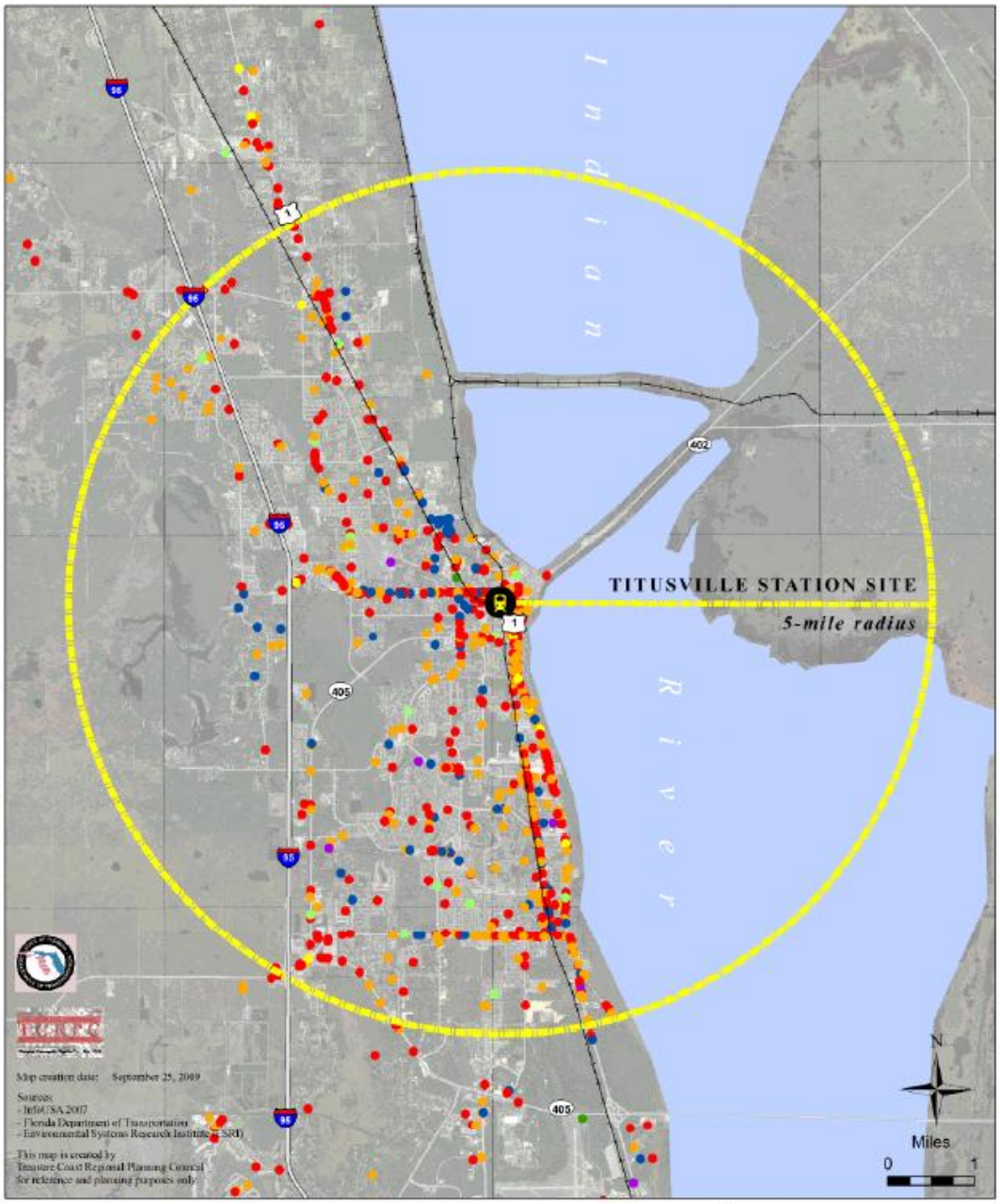
- Key Workplace Uses (174)
- Key Retail & Restaurant Uses (172)
- Hospitals & Medical Offices (70)
- Hospitality & Lodging Facilities (4)
- Cultural & Historic Uses (4)
- Colleges & Universities (2)
- Other Tourist Destinations (6)

- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

CITY OF TITUSVILLE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)

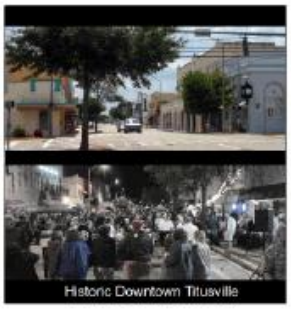


Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (532)
- Key Retail & Restaurant Uses (632)
- Hospitals & Medical Offices (202)
- Hospitality & Lodging Facilities (16)
- Cultural & Historic Uses (6)
- Colleges & Universities (14)
- Other Tourist Destinations (20)

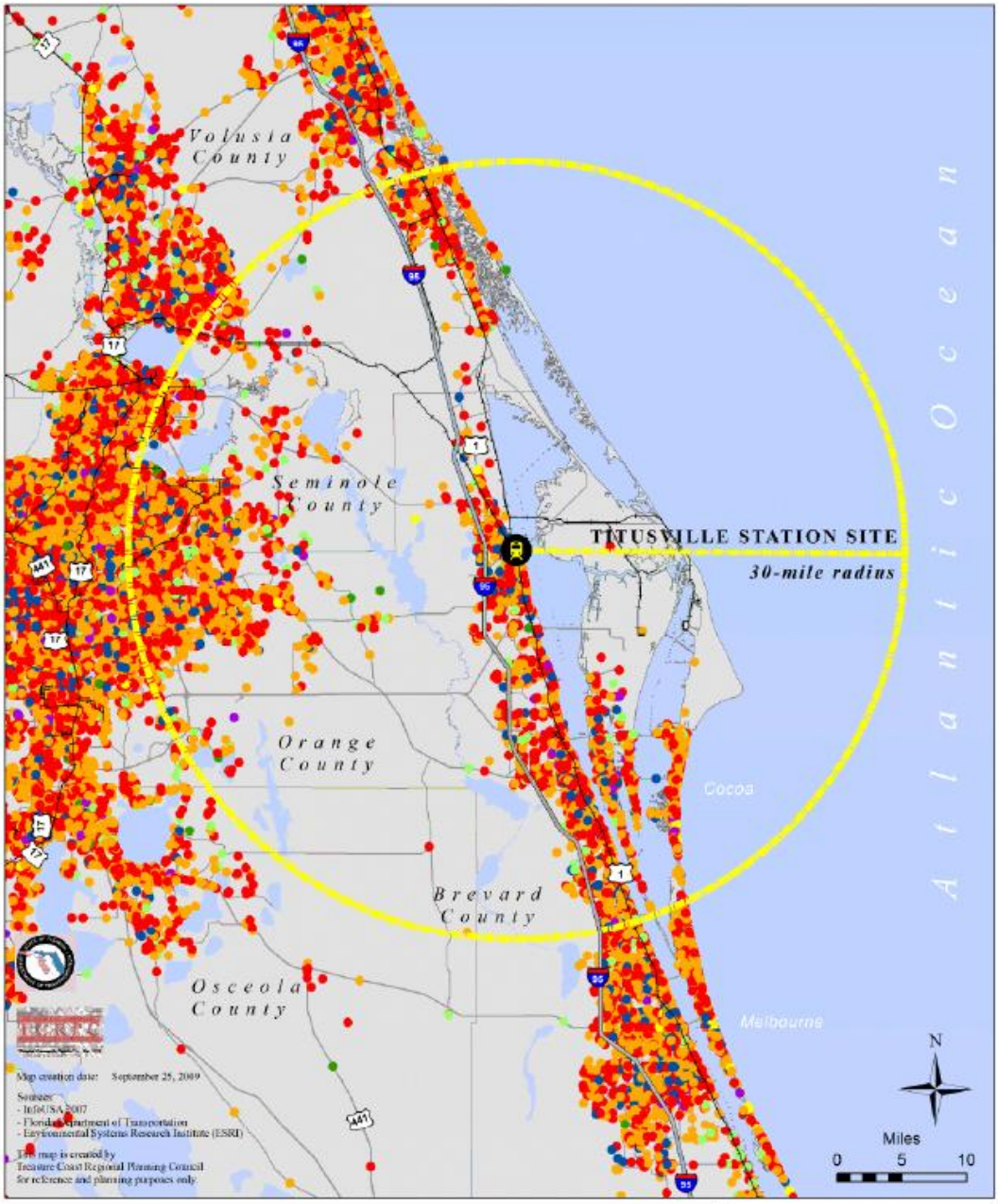
- Station Location
- Railroads
- Major Roads
- 5-Mile Radius



CITY OF TITUSVILLE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)

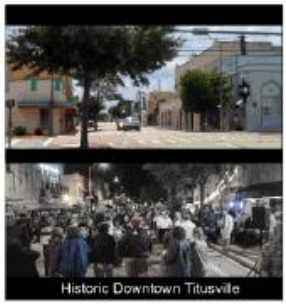


Station Area Attractions and Uses

(Total number of attractions & uses is identified for those within 30-mile radius only)

- Key Workplace Uses (5,876)
- Key Retail & Restaurant Uses (7,411)
- Hospitals & Medical Offices (1,730)
- Hospitality & Lodging Facilities (126)
- Cultural & Historic Uses (42)
- Colleges & Universities (213)
- Other Tourist Destinations (318)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius



CITY OF TITUSVILLE ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1, 2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	174	532	5876
Key Retail Uses	172	673	7411
Hospitals & Medical Offices	70	202	1730
Hospitality & Lodging Facilities	4	16	126
Cultural & Historic Uses	4	6	42
Colleges, Universities & Educational Facilities	2	14	213
Other Tourist Destinations	6	20	318
TOTAL USES (Select Uses Only) [3]	**432**	**1,463**	**15,716**

TOTAL EMPLOYMENT (Select Uses Only) [4]	**4,206**	**15,314**	**161,150**

TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**5,206**	**20,534**	**245,157**

FOOTNOTES:

[1] *General Titusville Station Location: Historic Downtown Titusville (Pine Street).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

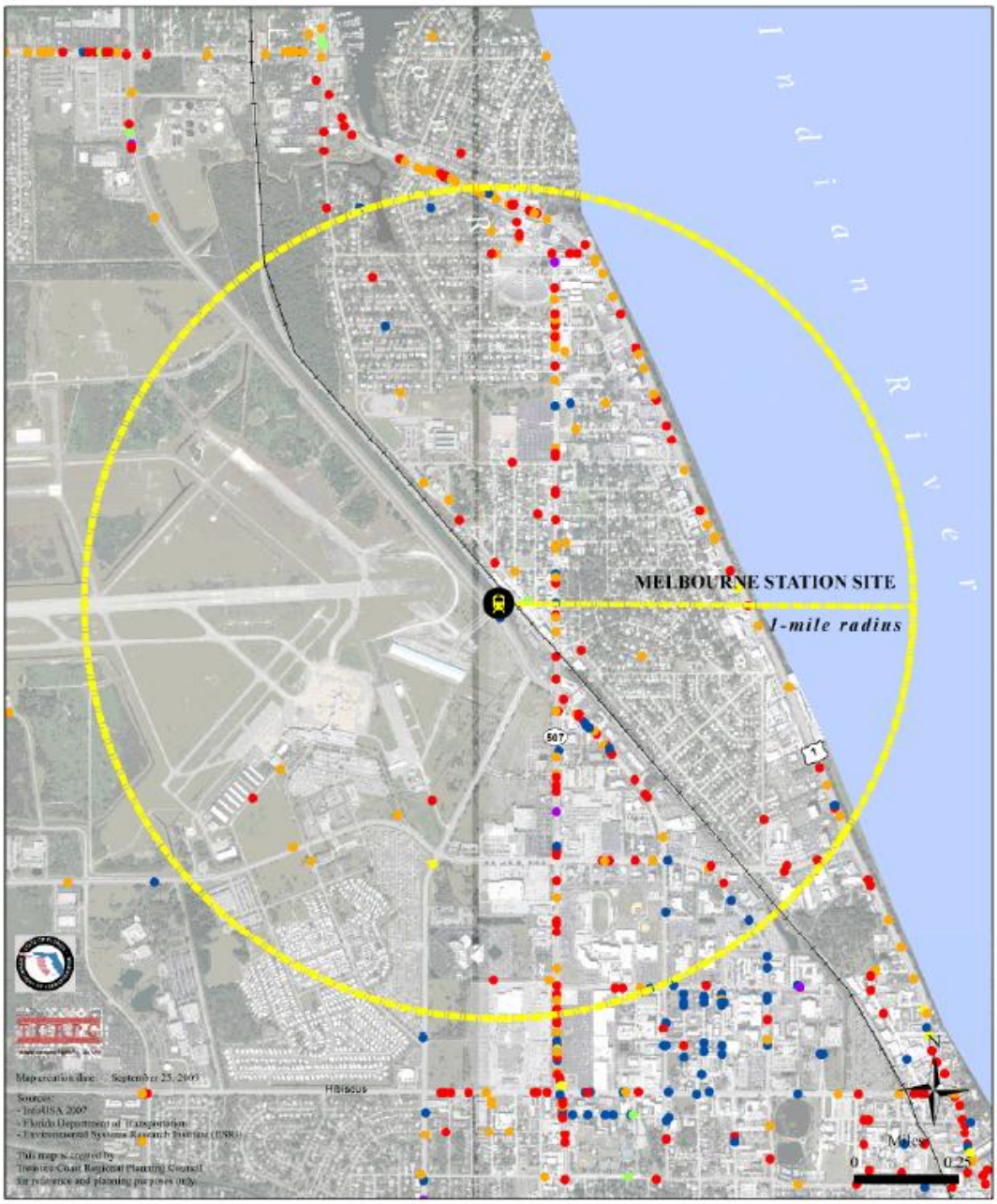
[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF MELBOURNE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(1-mile radius from proposed station location)

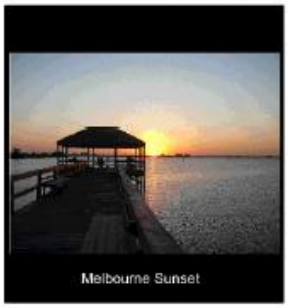


Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

- Key Workplace Uses (191)
- Key Retail & Restaurant Uses (130)
- Hospitals & Medical Offices (57)
- Hospitality & Lodging Facilities (4)
- Cultural & Historic Uses (0)
- Colleges & Universities (2)
- Other Tourist Destinations (4)

- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

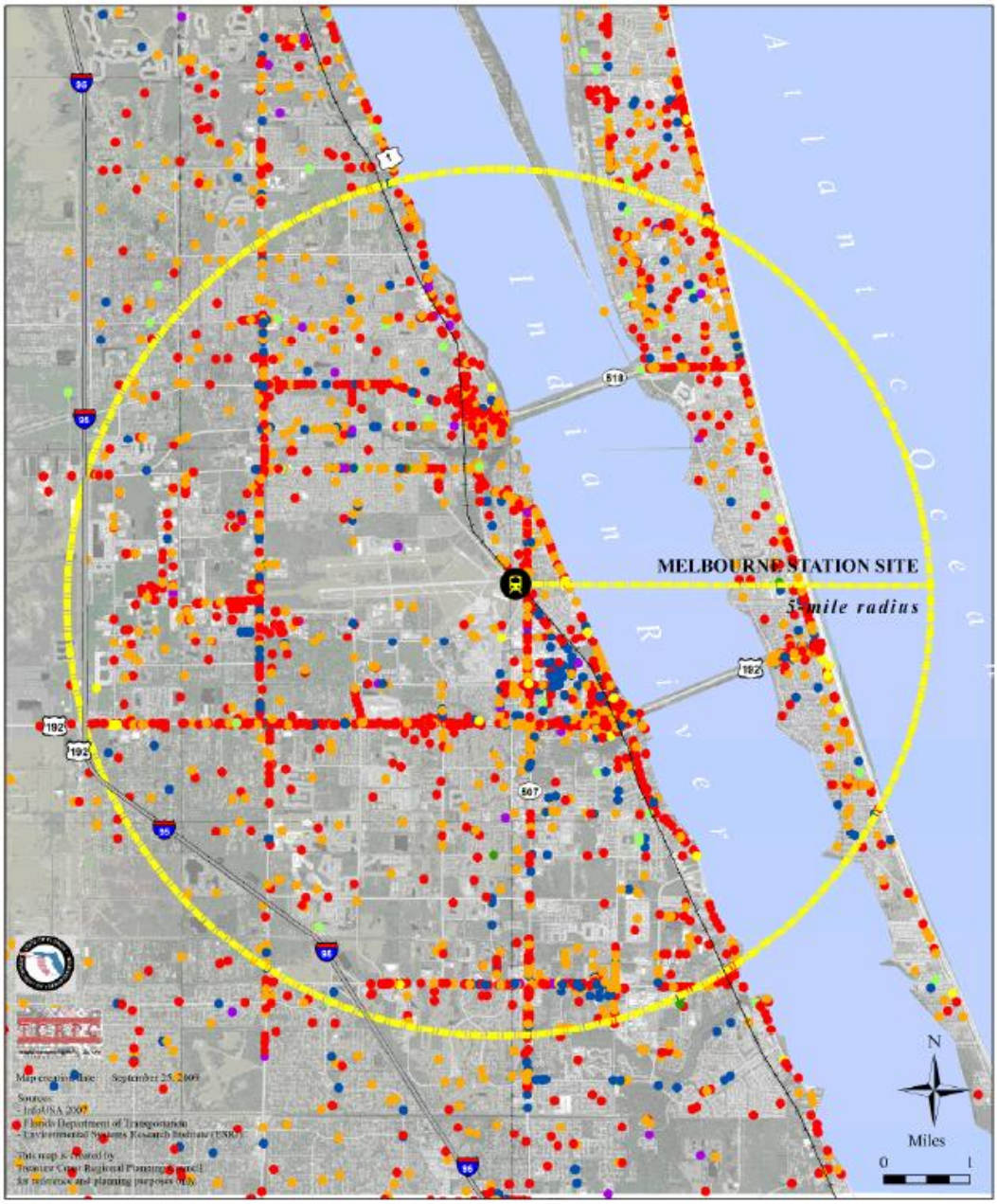


Melbourne Sunset

CITY OF MELBOURNE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)

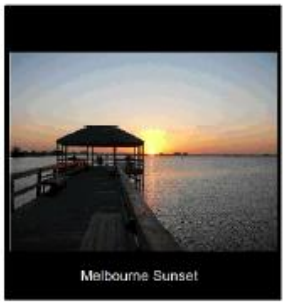


Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (1,980)
- Key Retail & Restaurant Uses (2,540)
- Hospitals & Medical Offices (746)
- Hospitality & Lodging Facilities (36)
- Cultural & Historic Uses (11)
- Colleges & Universities (80)
- Other Tourist Destinations (74)

- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

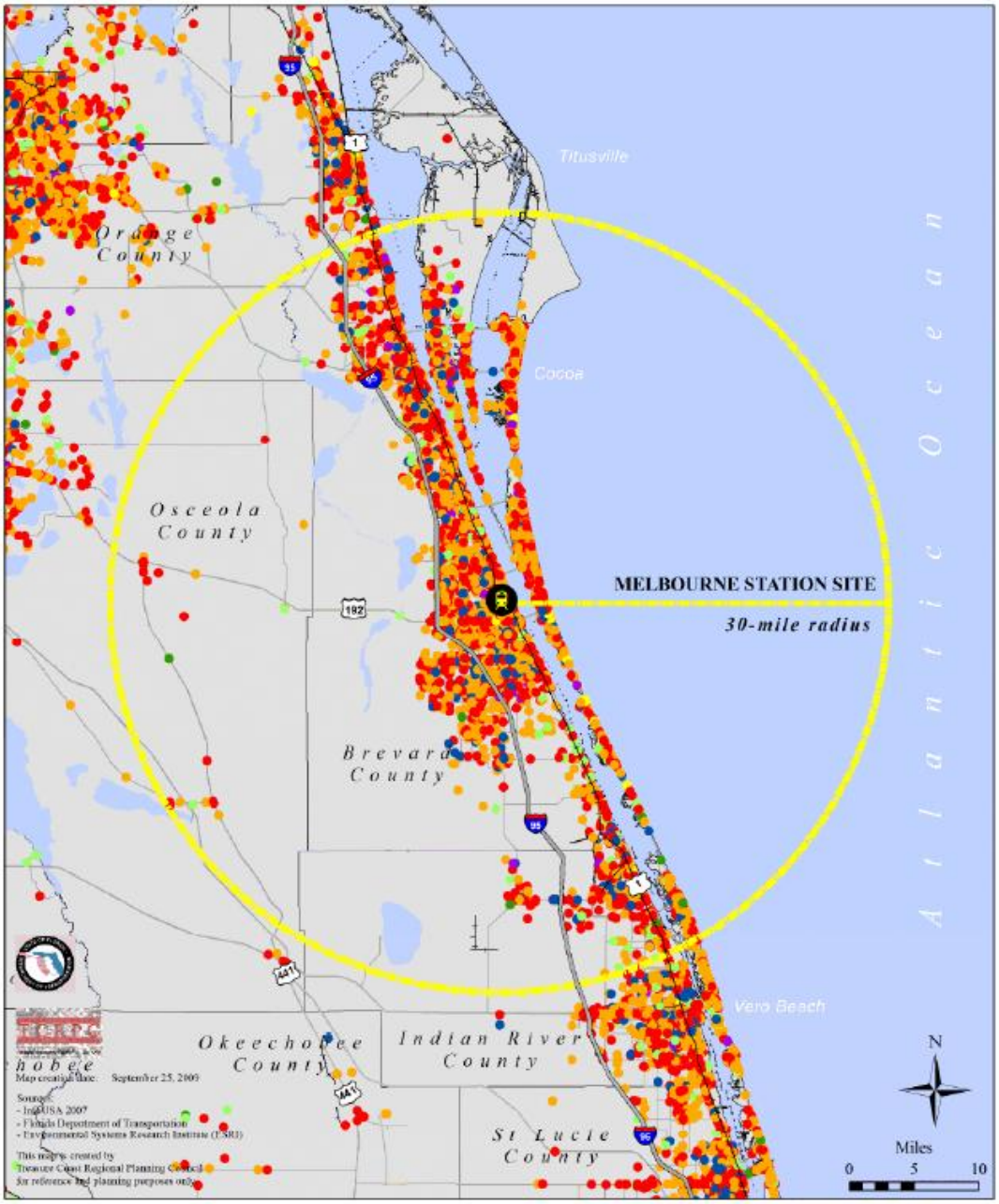


Melbourne Sunset

CITY OF MELBOURNE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 30-mile radius only)

- Key Workplace Uses (5,340)
- Key Retail & Restaurant Uses (6,805)
- Hospitals & Medical Offices (1,846)
- Hospitality & Lodging Facilities (124)
- Cultural & Historic Uses (40)
- Colleges & Universities (189)
- Other Tourist Destinations (353)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius

Melbourne Sunset

CITY OF MELBOURNE ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1, 2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	191	1980	5340
Key Retail Uses	130	2540	6805
Hospitals & Medical Offices	57	746	1846
Hospitality & Lodging Facilities	4	36	124
Cultural & Historic Uses	0	11	40
Colleges, Universities & Educational Facilities	2	80	189
Other Tourist Destinations	4	74	353
TOTAL USES (Select Uses Only) [3]	**388**	**5,467**	**14,697**
TOTAL EMPLOYMENT (Select Uses Only) [4]	**2,288**	**61,033**	**149,992**
TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**7,634**	**91,570**	**227,886**

FOOTNOTES:

[1] *General Melbourne Station Location: Melbourne International Airport.*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

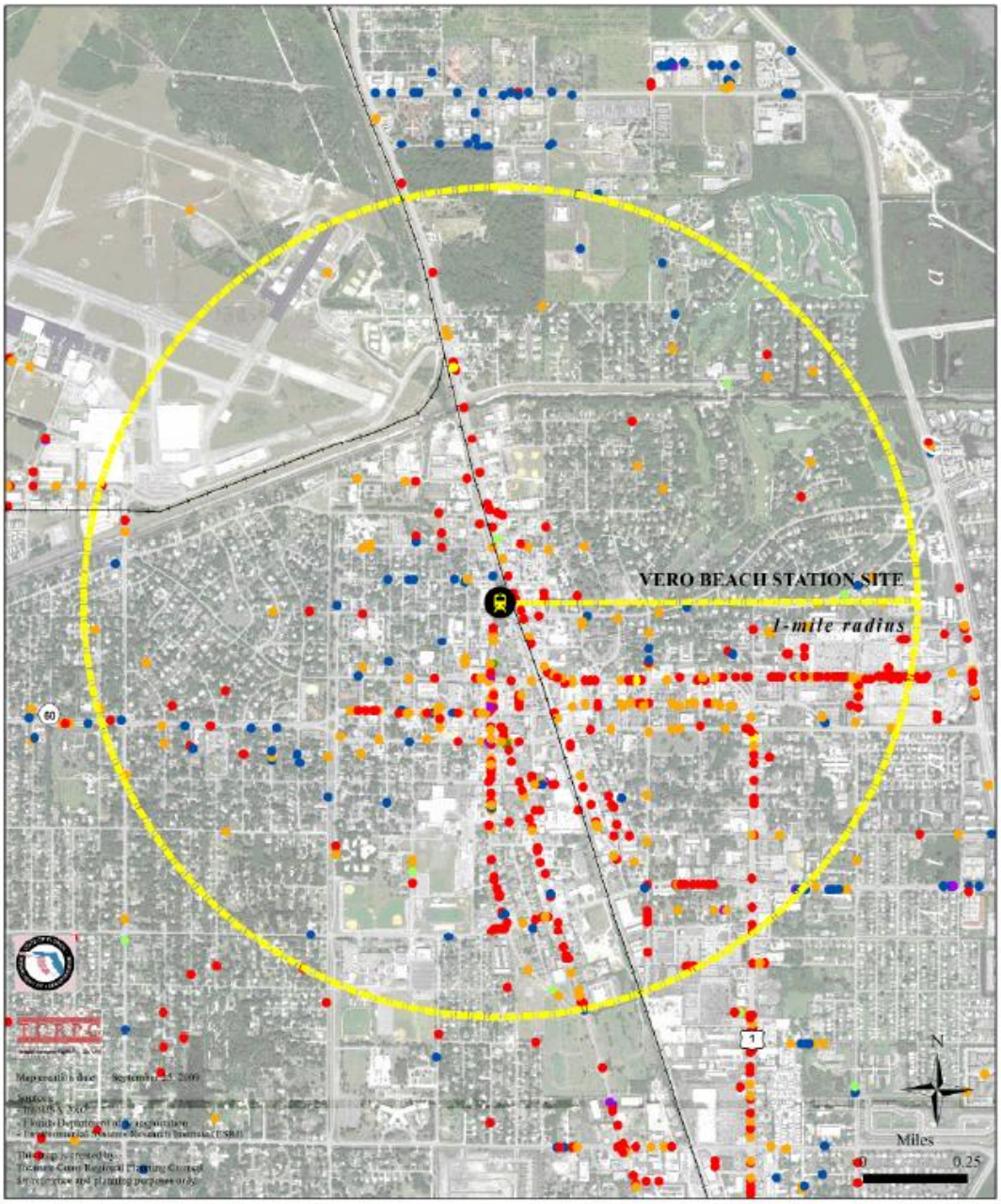
[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF VERO BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(1-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

- Key Workplace Uses (565)
- Key Retail & Restaurant Uses (562)
- Hospitals & Medical Offices (127)
- Hospitality & Lodging Facilities (8)
- Cultural & Historic Uses (7)
- Colleges & Universities (17)
- Other Tourist Destinations (12)

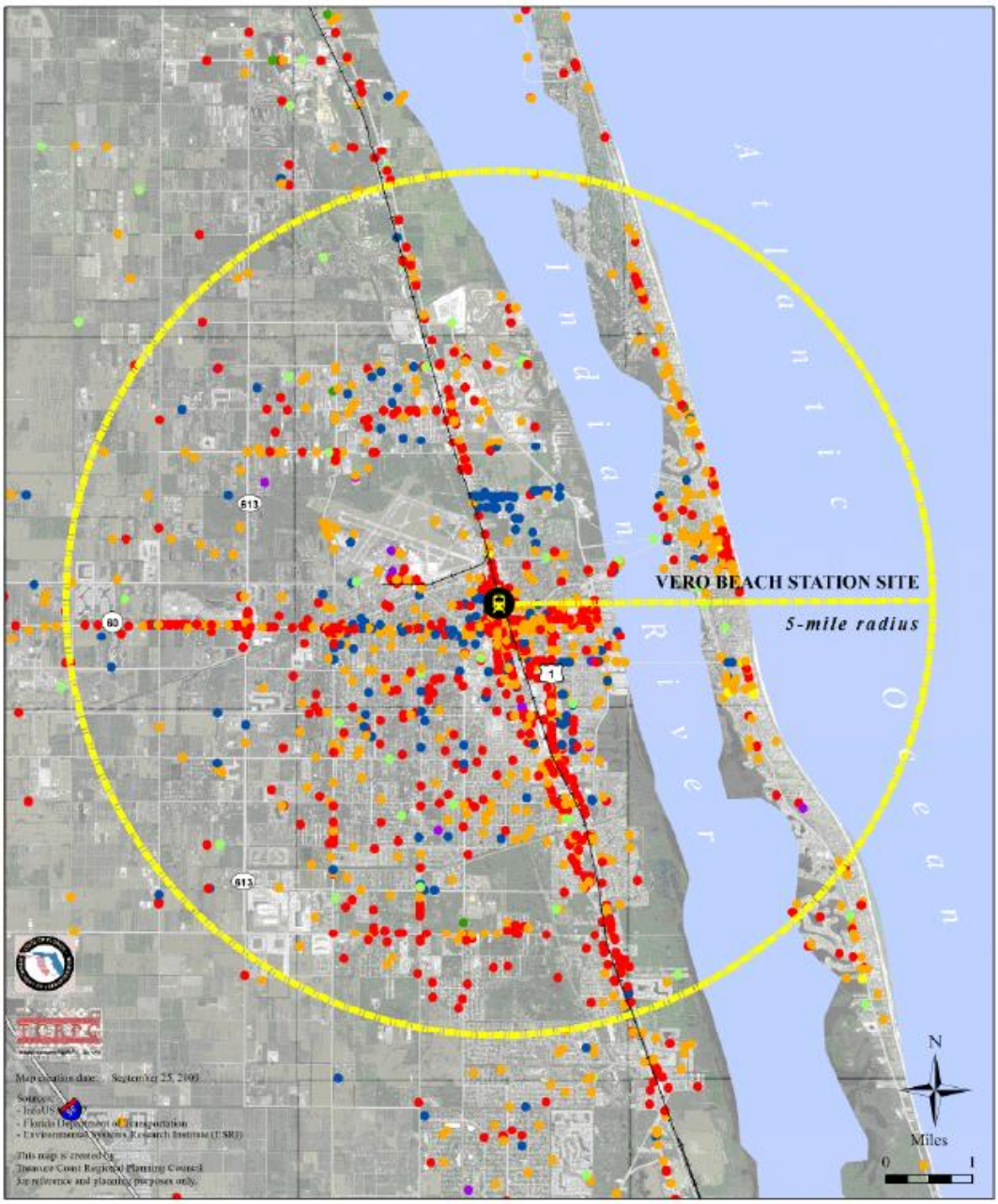
- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

Historic Vero Beach Station

CITY OF VERO BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)

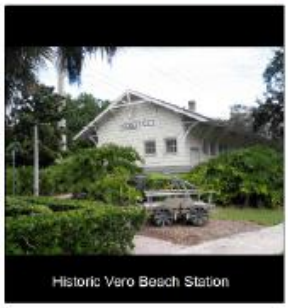


Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (1,541)
- Key Retail & Restaurant Uses (1,611)
- Hospitals & Medical Offices (509)
- Hospitality & Lodging Facilities (22)
- Cultural & Historic Uses (14)
- Colleges & Universities (48)
- Other Tourist Destinations (63)

- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

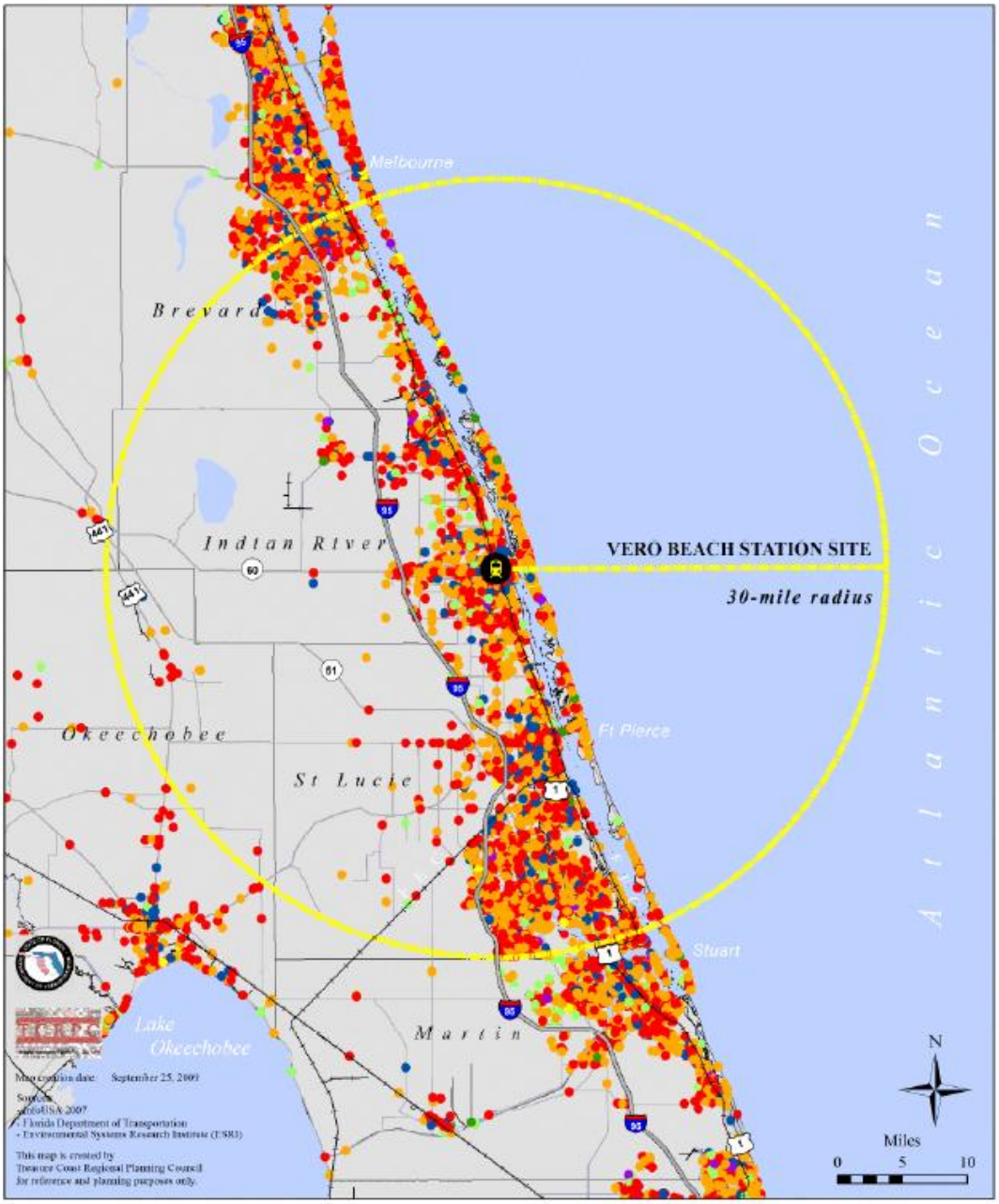


Historic Vero Beach Station

CITY OF VERO BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 30-mile radius only)

- Key Workplace Uses (5,111)
- Key Retail & Restaurant Uses (6,103)
- Hospitals & Medical Offices (1,756)
- Hospitality & Lodging Facilities (109)
- Cultural & Historic Uses (45)
- Colleges & Universities (133)
- Other Tourist Destinations (294)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius

Historic Vero Beach Station

CITY OF VERO BEACH ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1, 2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	565	1541	5111
Key Retail Uses	562	1611	6103
Hospitals & Medical Offices	127	509	1756
Hospitality & Lodging Facilities	8	22	109
Cultural & Historic Uses	7	14	45
Colleges, Universities & Educational Facilities	17	48	133
Other Tourist Destinations	12	63	294
TOTAL USES (Select Uses Only) [3]	**1,298**	**3,808**	**13,551**

TOTAL EMPLOYMENT (Select Uses Only) [4]	**9,721**	**31,529**	**119,568**

TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**15,002**	**49,219**	**188,886**

FOOTNOTES:

[1] *General Vero Beach Station Location: Historic Downtown Vero (Historic Station).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

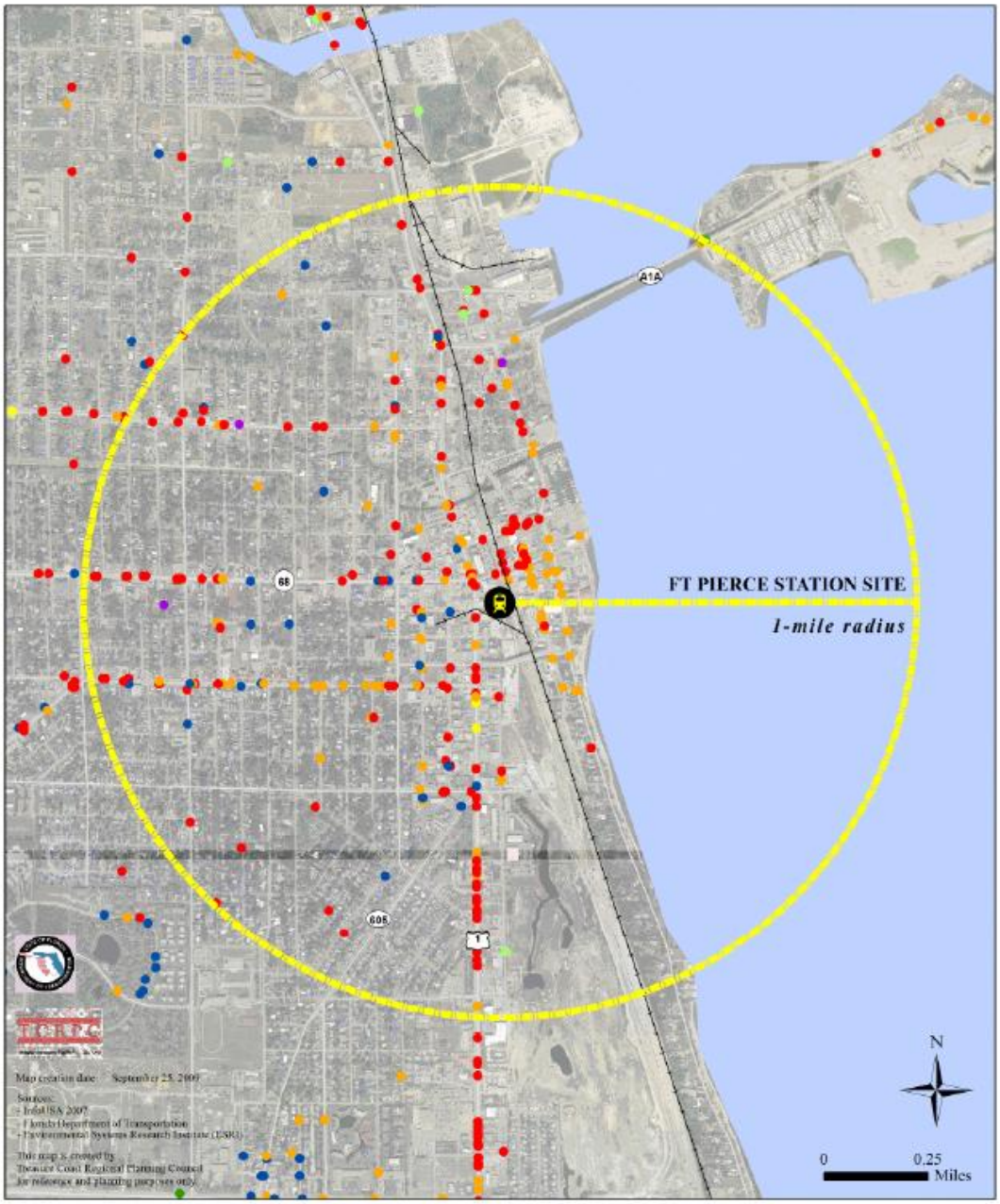
[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF FT PIERCE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(1-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

- Key Workplace Uses (312)
- Key Retail & Restaurant Uses (291)
- Hospitals & Medical Offices (63)
- Hospitality & Lodging Facilities (6)
- Cultural & Historic Uses (1)
- Colleges & Universities (8)
- Other Tourist Destinations (13)

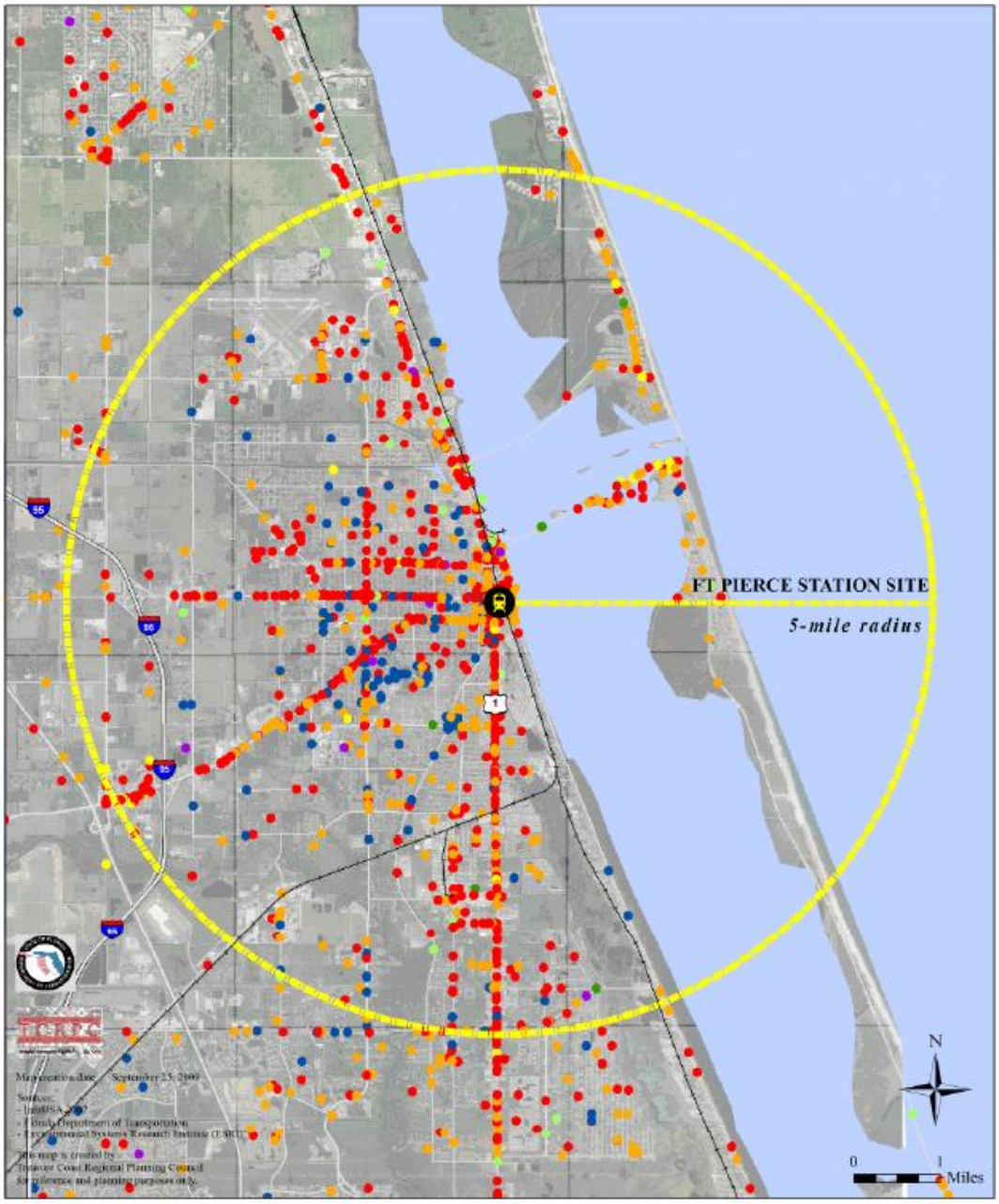
- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

Ft Pierce Waterfront

CITY OF FT PIERCE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (891)
- Key Retail & Restaurant Uses (1,188)
- Hospitals & Medical Offices (374)
- Hospitality & Lodging Facilities (39)
- Cultural & Historic Uses (10)
- Colleges & Universities (26)
- Other Tourist Destinations (49)

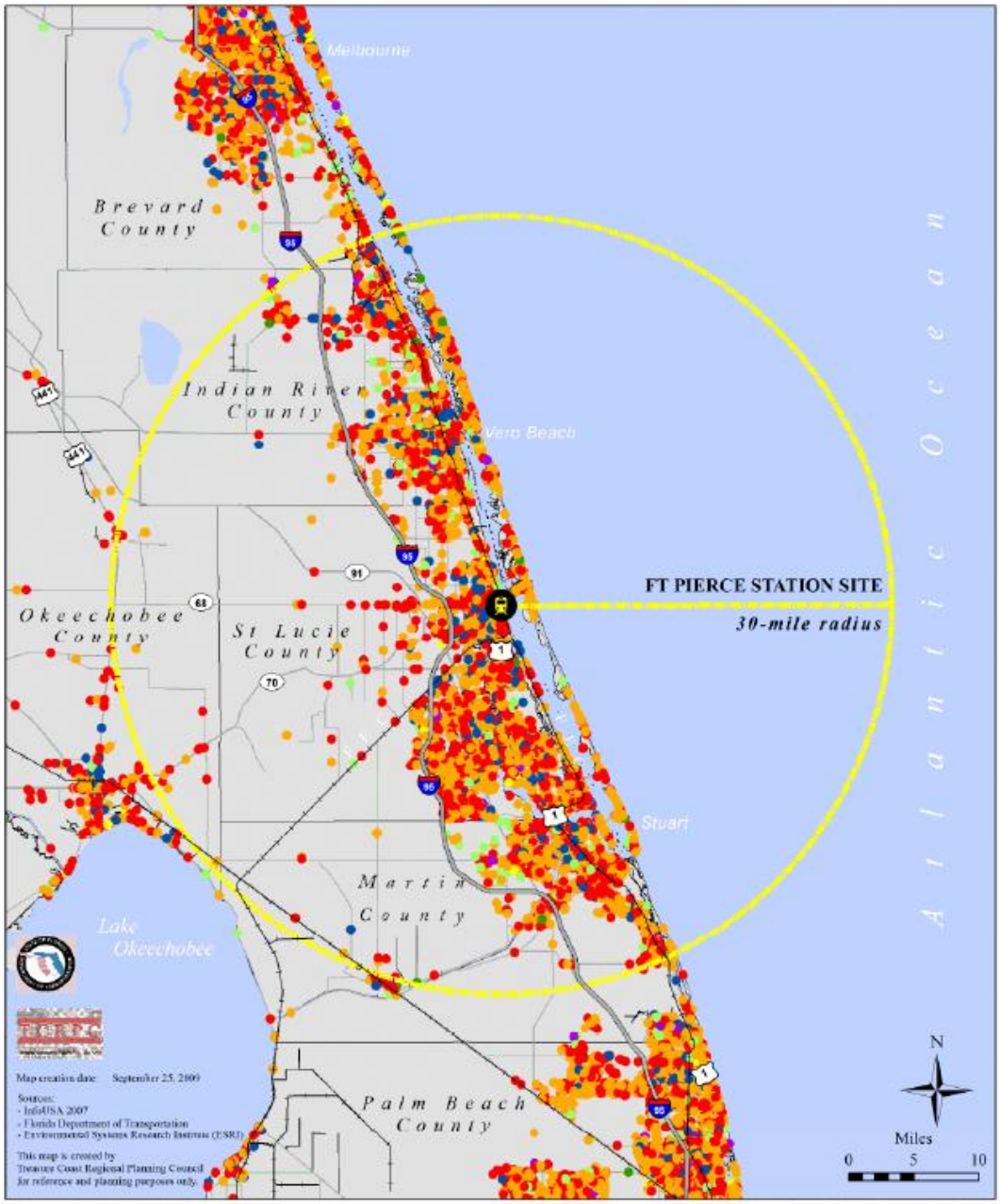
- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

Ft Pierce Waterfront

CITY OF FT PIERCE ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 30-mile radius only)

- Key Workplace Uses (6,710)
- Key Retail & Restaurant Uses (7,685)
- Hospitals & Medical Offices (2,206)
- Hospitality & Lodging Facilities (116)
- Cultural & Historic Uses (55)
- Colleges & Universities (190)
- Other Tourist Destinations (407)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius

Ft Pierce Waterfront

CITY OF FORT PIERCE ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1,2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	312	891	6710
Key Retail & Restaurant Uses	291	1188	7685
Hospitals & Medical Offices	63	374	2206
Hospitality & Lodging Facilities	6	39	116
Cultural & Historic Uses	1	10	55
Colleges, Universities & Educational Facilities	8	26	190
Other Tourist Destinations	13	49	407
TOTAL USES (Select Uses Only) [3]	**694**	**2,577**	**17,369**
TOTAL EMPLOYMENT (Select Uses Only) [4]	**5,156**	**27,941**	**153,352**
TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**7,010**	**43,459**	**238,238**

FOOTNOTES:

[1] *General Fort Pierce Station Location: Historic Downtown Fort Pierce (Orange Ave).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

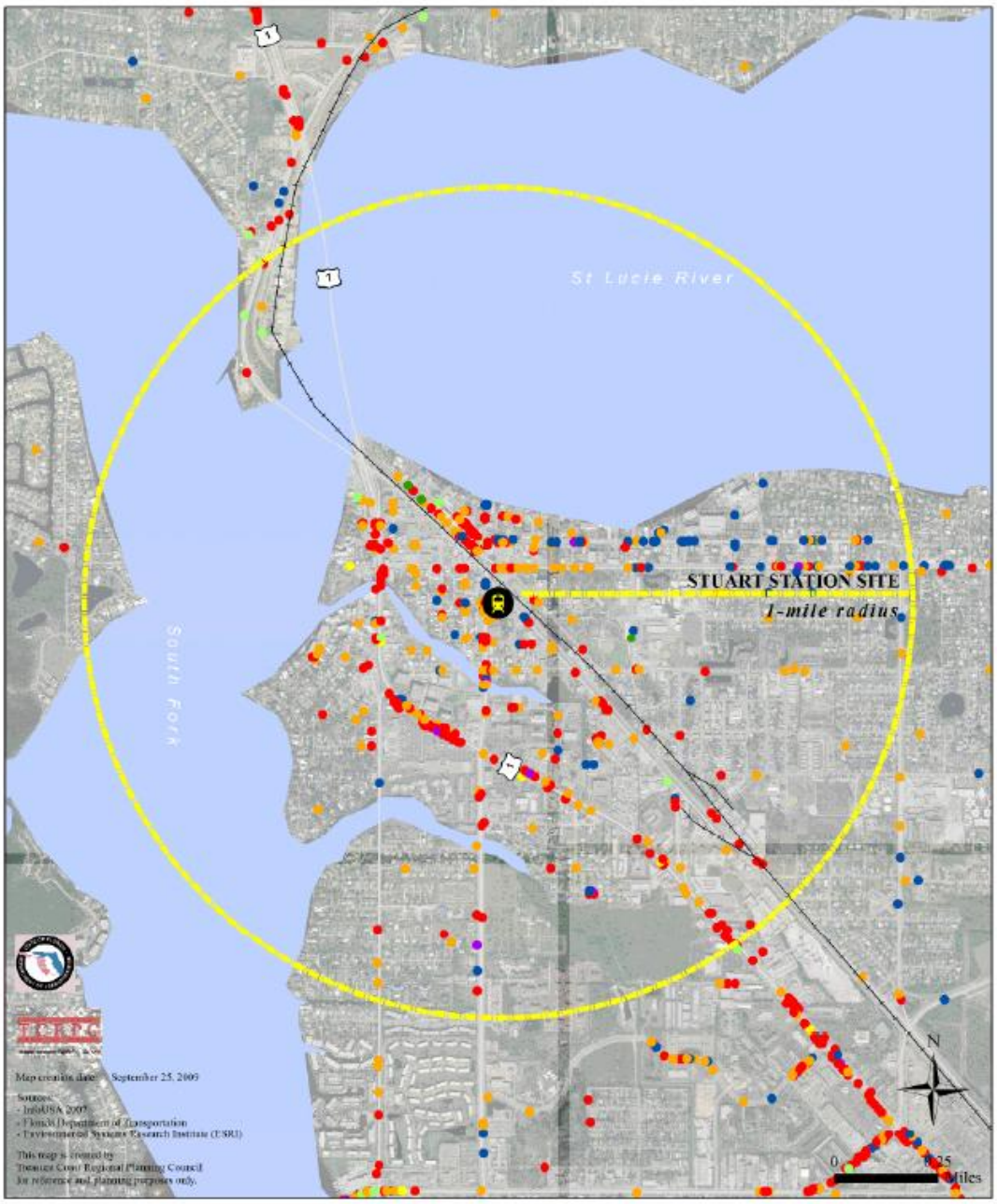
[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

CITY OF STUART ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(1-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 1-mile radius only)

- Key Workplace Uses (661)
- Key Retail & Restaurant Uses (482)
- Hospitals & Medical Offices (263)
- Hospitality & Lodging Facilities (9)
- Cultural & Historic Uses (4)
- Colleges & Universities (24)
- Other Tourist Destinations (20)

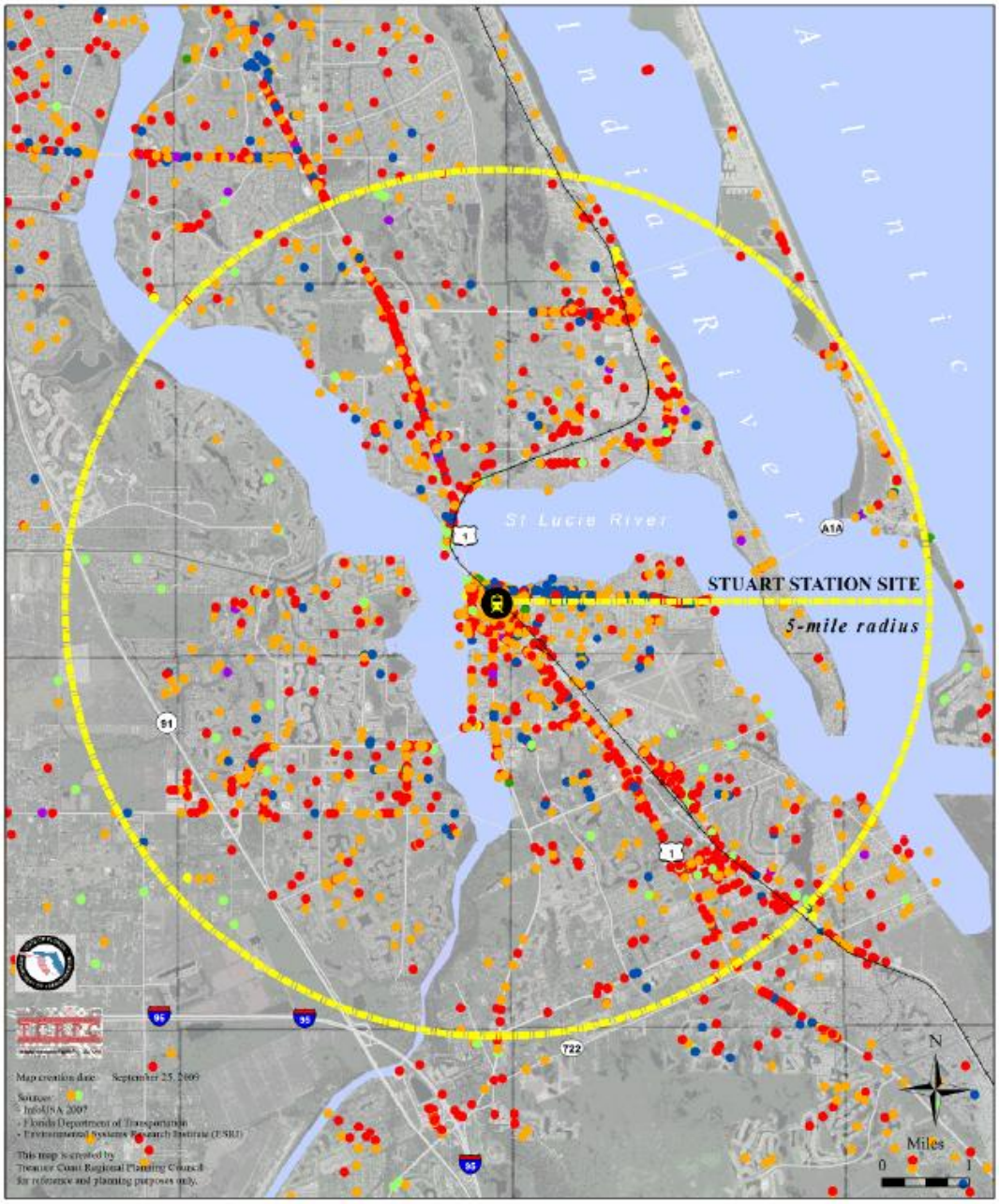
- Station Location
- Railroads
- Major Roads
- 1-Mile Radius

Stuart's Sailfish Fountain

CITY OF STUART ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(5-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 5-mile radius only)

- Key Workplace Uses (1,941)
- Key Retail & Restaurant Uses (2,196)
- Hospitals & Medical Offices (634)
- Hospitality & Lodging Facilities (22)
- Cultural & Historic Uses (15)
- Colleges & Universities (62)
- Other Tourist Destinations (127)

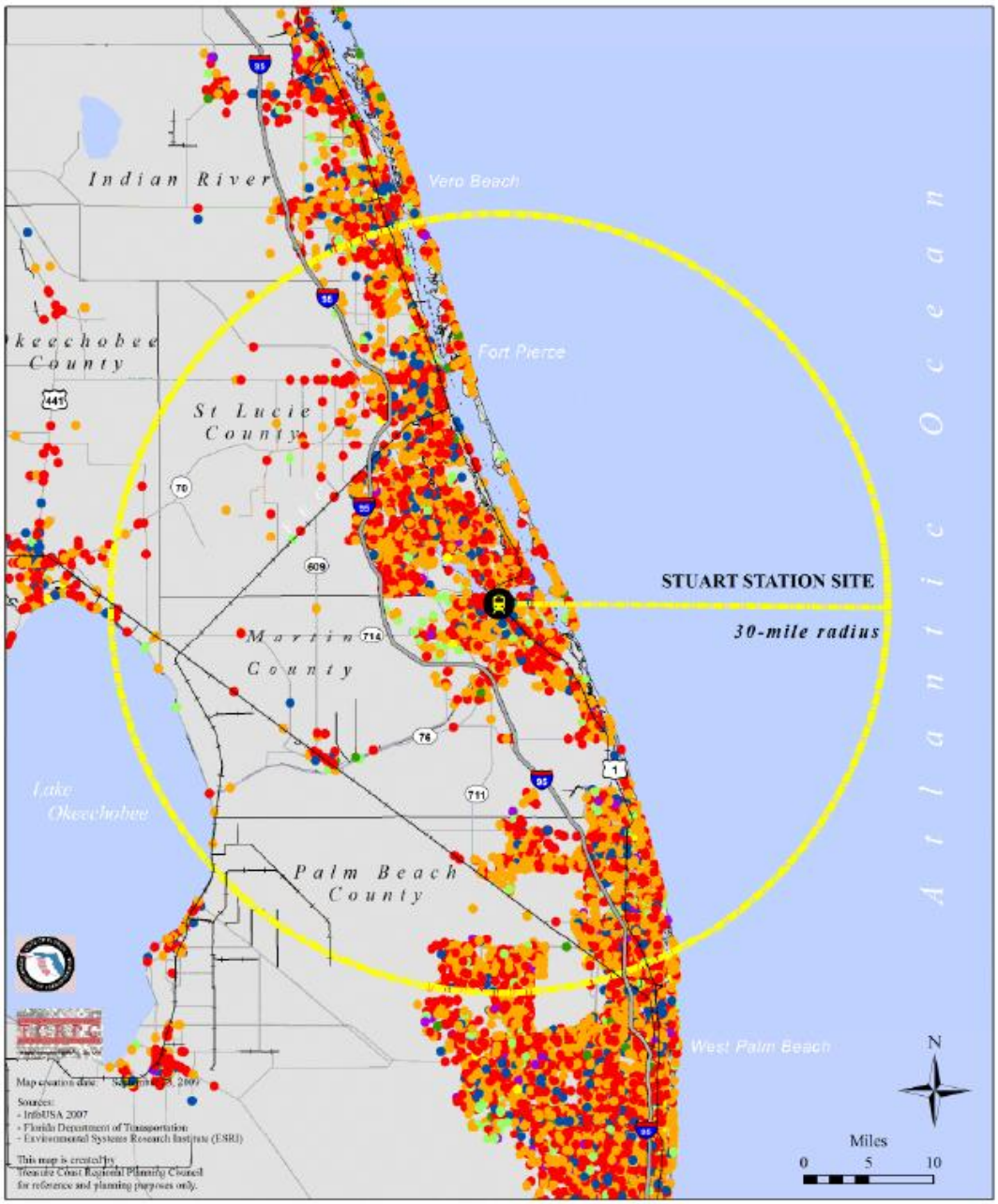
- Station Location
- Railroads
- Major Roads
- 5-Mile Radius

Stuart's Sailfish Fountain

CITY OF STUART ~ PROPOSED AMTRAK STATION

Station Area Attractions and Uses

(30-mile radius from proposed station location)



Station Area Attractions and Uses

(Total number is identified for uses within the 30-mile radius only)

- Key Workplace Uses (8,769)
- Key Retail & Restaurant Uses (9,271)
- Hospitals & Medical Offices (2,689)
- Hospitality & Lodging Facilities (111)
- Cultural & Historic Uses (51)
- Colleges & Universities (267)
- Other Tourist Destinations (557)

- Station Location
- Railroads
- Major Roads
- 30-Mile Radius

Stuart's Sailfish Fountain

CITY OF STUART ~ PROPOSED AMTRAK STATION

Station Area Attractions & Uses [1, 2]

GENERAL USE CATEGORIES	1-mile radius	5-mile radius	30-mile radius
Key Workplace Uses	661	1941	8769
Key Retail Uses	482	2196	9271
Hospitals & Medical Offices	263	634	2689
Hospitality & Lodging Facilities	9	22	111
Cultural & Historic Uses	4	15	51
Colleges, Universities & Educational Facilities	24	62	267
Other Tourist Destinations	20	127	557
TOTAL USES (Select Uses Only) [3]	**1,463**	**4,997**	**21,715**
TOTAL EMPLOYMENT (Select Uses Only) [4]	**11,594**	**45,326**	**192,310**
TOTAL EMPLOYMENT (All Uses in InfoUSA Data)	**15,057**	**63,504**	**296,059**

FOOTNOTES:

[1] *General Stuart Station Location: Historic Downtown Stuart (Kiwanis Park).*

[2] *Data Source: InfoUSA 2007 Database, used by permission from the Florida Department of Transportation.*

[3] *Uses selected based on relevance to ridership origin & destination related to proposed Amtrak service. Significant number of additional use types exist within InfoUSA data.*

[4] *Estimated employment data obtained by InfoUSA as part of general data collection.*

D. Public Return on Investment
(2D) Other Stakeholder Agreements
List of Local Resolutions in Support of FEC Amtrak Service
Exhibit 6

HSIPR APPLICATION: AMTRAK ON FEC CORRIDOR (FLORIDA)

ADOPTED RESOLUTIONS & LETTERS OF SUPPORT (AS OF 9/25/2009)

		COUNTY	RES #	DATE ADOPTED
1	Belle Glade, City of	PALM BEACH	2009-2744	15-Jun-09
2	Boca Raton, City of	PALM BEACH	54-2009	14-Apr-09
3	Boynton Beach, City of	PALM BEACH	09-090	7-Jul-09
4	Brevard Community College	BREVARD	letter	16-Sep-09
5	Brevard County Government (BOCC)	BREVARD	09-184	15-Sep-09
6	Brevard Workforce Development Board, Inc.	BREVARD	letter	9-Sep-09
7	Bunnell, City of	FLAGLER	2009-11	7-Jul-09
8	Business Development Board of Martin County	MARTIN	09-0506	8-May-09
9	Canaveral Port Authority	BREVARD	2009-04	19-Aug-09
10	Cape Canaveral, City of	BREVARD	2009-29	1-Sep-09
11	City of Melbourne Airport Authority	BREVARD	9-09	16-Sep-09
12	Cloud Lake, Town of	PALM BEACH	9-01	13-Aug-09
13	Cocoa Beach Area Chamber of Commerce	BREVARD	9-9-2009	9-Sep-09
14	Cocoa Beach Area Hotel & Lodging Association	BREVARD	letter	1-Sep-09
15	Cocoa, City of	BREVARD	2009-64, 107	6/23/2009, 9/8/09
16	Cocoa Beach, City of	BREVARD	2009-31	17-Sep-09
17	Cocoa Main Street (Greater Cocoa Community Partnership)	BREVARD	09-01	23-Sep-09
18	Cocoa Redevelopment Agency	BREVARD	09-01	1-Sep-09
19	Crist, Charlie, Governor	FLORIDA	letter	5-Aug-09
20	Davie, Town of	BROWARD	2009-134	3-Jun-09
21	Daytona Beach, City of	VOLUSIA	01-48	9-Sep-09
22	Delray Beach, City of	PALM BEACH	19-09	21-Apr-09
23	Delray Beach CRA	PALM BEACH	09-02	28-May-09
24	Economic Council of Martin County	MARTIN	09-2009	8-May-09
25	Economic Development Commission of Florida's Space Coast	BREVARD	letter	31-Aug-09
26	East Central Florida Regional Planning Council	ORANGE, SEMINOLE, BREVARD, LAKE, OSCEOLA & VOLUSIA	letter	22-Jul-09
27	Enterprise Flagler (economic development collaborative)	FLAGLER	09-04	27-May-09
28	Fellsmere, City of	INDIAN RIVER	09-H	16-Apr-09
29	Flagler County Chamber of Commerce	FLAGLER	2009-01	29-May-09
30	Flagler County Government (BOCC)	FLAGLER	2009-24	18-May-09
31	Flagler County Palm Coast Homebuilders	FLAGLER	09-01	7-May-09
32	Florida Association of Counties	STATE-WIDE	letter	23-Jun-09

HSIPR APPLICATION: AMTRAK ON FEC CORRIDOR (FLORIDA)

		COUNTY	RES #	DATE ADOPTED
33	Florida MPO Advisory Council	STATE-WIDE	letter	5-Aug-09
34	Florida Regional Councils Association	STATE-WIDE	09-01	25-Jun-09
35	Fort Lauderdale, City of	BROWARD	09-140	2-Jun-09
36	Fort Pierce, City of	ST LUCIE	09-25	6-Apr-09
37	Fort Pierce Redevelopment Agency	ST LUCIE	letter	24-Aug-09
38	Greenacres, City of	PALM BEACH	2009-15	1-Jun-09
39	Gulf Stream, Town of	PALM BEACH	009-2	9-Apr-09
40	Hobe Sound Chamber of Commerce	MARTIN	2009-1	18-May-09
41	Hypoluxo, Town of	PALM BEACH	09-371	15-Apr-09
42	Indian River Chamber of Commerce	INDIAN RIVER	09-5	18-May-09
43	Indian River County Government (BOCC)	INDIAN RIVER	2009-120	18-Aug-09
44	Indian River County MPO	INDIAN RIVER	2009-05	8-Jul-09
45	Indian River Shores, Town of	INDIAN RIVER	09-02	25-Jun-09
46	Jacksonville Transportation Authority	DUVAL	2009-19 and 20	25-Jun-09
47	Jensen Beach Chamber of Commerce	MARTIN	5-19-09	19-May-09
48	Juno Beach, Town of	PALM BEACH	2009-09	22-Apr-09
49	Jupiter, Town of	PALM BEACH	16-09	7-Apr-09
50	Kennedy Space Center Visitors Complex	BREVARD	letter	16-Sep-09
51	Lantana, Town of	PALM BEACH	R-07-2009	22-Jun-09
52	Malabar, Town of	BREVARD	09-2009	18-May-09
53	Main Street Vero Beach	INDIAN RIVER	09-08	8-Sep-09
54	Maitland, City of	ORANGE	letter	11-Aug-09
55	Mangonia Park, Town of	PALM BEACH	09-05	16-Jun-09
56	Margate, City of	BROWARD	11-460	5-Jun-09
57	Martin County Countywide Redevelopment Advisory Committee	MARTIN	letter	29-Jul-09
58	Martin County Convention & Visitors' Bureau	MARTIN	09-5-6-2009	6-May-09
59	Martin County Government (BOCC)	MARTIN	09-5.34	19-May-09
60	Martin County MPO	MARTIN	letter	18-May-09
61	Martin County Economic Council	MARTIN	09-2009	8-May-09
62	Martin County Tourist Development Council	MARTIN	2009	10-Jun-09

HSIPR APPLICATION: AMTRAK ON FEC CORRIDOR (FLORIDA)

		COUNTY	RES #	DATE ADOPTED
63	Melbourne, City of	BREVARD	3060	12-May-09
64	Merritt Island Redevelopment Agency	BREVARD	letter	24-Sep-09
65	Merritt Square Mall	BREVARD	letter	21-Sep-09
66	Metroplan Orlando	ORANGE, OSCEOLA & SEMINOLE	09-20	12-Aug-09
67	Northeast Florida Regional Council	BAKER, CLAY, DUVAL, FLAGLER, NASSAU, PUTNAM & ST JOHNS	2009-05	2-Jul-09
68	North Florida TPO	CLAY, NASSAU, ST JOHNS & DUVAL	2008-18	13-Nov-08
69	North Palm Beach, Village of	PALM BEACH	2009-30	9-Apr-09
70	Ocean Ridge, Town of	PALM BEACH	2009-03	6-Jul-09
71	Orange County Government (BOCC)	ORANGE	2009-M-35	11-Aug-09
72	Orlando, City of	ORANGE	090810j02	5-Aug-09
73	Osceola County Government (BOCC)	OSCEOLA	09-068R	17-Aug-09
74	Palm Bay Bayfront CRA	BREVARD	2009-01	14-Jul-09
75	Palm Beach County Government (BOCC)	PALM BEACH	2009-0960	16-Jun-09
76	Palm Beach County League of Cities	PALM BEACH	09-03	24-Jun-09
77	Palm Beach County OEDP Committee	PALM BEACH	letter	4-Jun-09
78	Palm Beach Gardens, City of	PALM BEACH	54-2009	4-Jun-09
79	Palm Beach MPO	PALM BEACH	5-09	21-May-09
80	Palm Coast, City of	FLAGLER	2009-103	2-Jun-09
81	Pembroke Pines, City of	BROWARD	3229	20-May-09
82	Pompano Beach, City of	BROWARD	2009-192	12-May-09
83	Port St. Lucie, City of	ST LUCIE	09-R88	22-Jun-09
84	Realtors Association of Indian River County	INDIAN RIVER	09-04	16-Jun-09
85	Realtors Association of Martin County	MARTIN	09-07-05	7-May-09
86	Realtors Association of St. Lucie	ST LUCIE	09-01	5-May-09
87	Riviera Beach, City of	PALM BEACH	85-09	15-Jul-09
88	Rockledge, City of	BREVARD	652-2009	3-Jun-09
89	St. Augustine, City of	ST JOHNS	2009-13	22-Jun-09
90	St. Johns County Council on Aging	ST JOHNS	09	11-Aug-09
91	St. Johns County Government (BOCC)	ST JOHNS	2009-177	16-Jun-09
92	St. Lucie County Government (BOCC)	ST LUCIE	09-123	14-Apr-09
93	St. Lucie TPO	ST LUCIE	09-04	3-Jun-09
94	St. Lucie Village, Town of	ST LUCIE	2009-08	16-Jun-09

HSIPR APPLICATION: AMTRAK ON FEC CORRIDOR (FLORIDA)

		COUNTY	RES #	DATE ADOPTED
95	Sebastian, City of	INDIAN RIVER	R-09-18	8-Apr-09
96	Sebastian River Area Chamber	INDIAN RIVER	09-003	13-May-09
97	Seminole County Government (BOCC)	SEMINOLE	letter	17-Aug-09
98	Sewall's Point, Town of	MARTIN	09-691	22-Jun-09
99	South Florida Regional Transportation Authority	PALM BEACH, BROWARD & MIAMI-DADE	09-02	July
100	South Palm Beach, Town of	PALM BEACH	05-2009	25-Aug-09
101	Space Coast Association of Realtors, Inc.	BREVARD	letter	25-Sep-09
102	Space Coast Office of Tourism	BREVARD	letter	18-Sep-09
103	Space Coast (Brevard County) TPO	BREVARD	10-03	9-Jul-09
104	Stuart, City of	MARTIN	09-55	18-May-09
105	Stuart Community Redevelopment Agency	MARTIN	R03-09	22-Jun-09
106	Stuart Main Street	MARTIN	09-June 9, 2009	9-Jun-09
107	Stuart/Martin Chamber of Commerce	MARTIN	09-222	5-May-09
108	Tampa Bay Regional Planning Council	HILLSBOROUGH, MANATEE, PASCO & PINELLAS	letter	9-Jul-09
109	Titusville, City of	BREVARD	27-2009	26-May-09
110	Treasure Coast Regional Planning Council	PALM BEACH, MARTIN, ST LUCIE & INDIAN RIVER	09-04	20-Mar-09
111	University of Central Florida	BREVARD, VOLUSIA, ORANGE LAKE, SEMINOLE, MARION & OSCEOLA	letter	16-Sep-09
112	Vero Beach, City of	INDIAN RIVER	09-13	7-Apr-09
113	Volusia County MPO	VOLUSIA	2009-21	25-Aug-09
114	Wellington, Village of	PALM BEACH	2009-71	15-Sep-09
115	West Melbourne, City of	BREVARD	2009-17	19-May-09
116	West Palm Beach, City of	PALM BEACH	200-09	15-Jun-09
117	West Park, City of	BROWARD	2009-52	20-May-09

I, Debra R. Buff, City Clerk of the City of Belle Glade, Florida, do hereby certify that this document is a true and correct copy of the original Resolution No. 2009-2744, which is on file in the Office of the City Clerk. Certified this 23rd day of June, 2009.

Debra R. Buff, CMC, City Clerk

RESOLUTION 2009 - 2744

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF BELLE GLADE, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; DIRECTING THE CITY CLERK TO PROVIDE A COPY TO THE GOVERNOR, FDOT AND EXECUTIVE DIRECTOR OF THE TREASURE COAST REGIONAL PLANNING COUNCIL; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Palm County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach County, Belle Glade and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF BELLE GLADE, FLORIDA, THAT:

Section 1. The City of Belle Glade requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. The City Clerk is hereby directed to forward a certified copy of this Resolution to The Honorable Charlie Crist, Governor, State of Florida, The Capitol, 400 S. Monroe Street, Tallahassee, FL 32399-0001; Ms. Stephanie Kopelousos, Secretary of Transportation, Florida Department of Transportation, 605 Suwannee Street, Tallahassee, FL 32399; and Michael J. Busha, Executive Director, Treasure Coast Regional Planning Council, 421 SW Camden Avenue, Stuart, Florida 34994.

Section 3. This Resolution shall become effective upon its adoption.

DONE AND RESOLVED at Regular Session of the City Commission of the City of Belle Glade, Florida, held on the 15th day of June, 2009.

CITY OF BELLE GLADE, FLORIDA

	AYE	NAY	SIGNATURES
Mayor Wilson	✓		
Vice Mayor Asia-Holley	✓		Gwendolyn J. L. Asia-Holley
Commissioner Grear, Jr.	✓		
Commissioner Martin	✓		
Commissioner Wilkerson	✓		Mary Ross Wilkerson

DONE AND RESOLVED at Regular Session of the City Commission of the City of Belle Glade, Florida, this 15th day of June, 2009.

(MUNICIPAL SEAL)

ATTEST:

City Clerk

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

Glen J. Torcivia, City Attorney

\\Isserver2\clkdocs\DOCS\RESOLUTI\Amtrak.doc

City of Boca Raton

Incorporated 1925

RECEIVED
MAY 07 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

RESOLUTION

54-2009

A RESOLUTION OF THE CITY OF BOCA RATON REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE DATE

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Boca Raton; and

WHEREAS, Florida's east coast historically developed around train stations and today local governments and the private sector along the FEC corridor are implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility, a key component of which is rail transit, is highly desired in Boca Raton and throughout the State of Florida; and

WHEREAS, the 2006 Florida Rail Plan identifies the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along the FEC corridor, and reintroduction of such service would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government, under the American Recovery and Reinvestment Act, is seeking projects for stimulus funding such as the Intercity FEC Corridor Project (Jacksonville/Miami) that are fully planned and provide immediate and near-term job opportunities; now therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOCA RATON:

Section 1. The Mayor and City Council request the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (From Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. A copy of this resolution shall be delivered to the Governor, the FDOT Secretary, the Treasure Coast Regional Planning Council, all members of the Florida Legislature representing the City of Boca Raton and to the City lobbyist.

Section 3. If any section, subsection, clause or provision of this resolution is held invalid, the remainder shall not be affected by such invalidity.

Section 4. All resolutions or parts of resolutions in conflict herewith shall be and hereby are repealed.

Section 5. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Boca Raton this 14th day of April, 2009.

CITY OF BOCA RATON, FLORIDA

ATTEST:

Susan Whelchel

Susan Whelchel, Mayor

Sharma Hagerty

Sharma Hagerty, City Clerk

lm

COUNCIL VOTE	YES	NO	ABSTAINED
MAYOR SUSAN WHELCHEL	✓		
DEPUTY MAYOR SUSAN HAYNIE	✓		
COUNCIL MEMBER ANTHONY MAJHESS	✓		
COUNCIL MEMBER MICHAEL MULLAUGH	✓		
COUNCIL MEMBER CONSTANCE J. SCOTT	✓		

RESOLUTION 09-090

A RESOLUTION OF THE CITY OF BOYNTON BEACH REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Boynton Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Boynton Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Section 1. The foregoing "Whereas" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution upon adoption hereof.

Section 2: The City of Boynton Beach requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 3. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED this 7th day of July, 2009.

CITY OF BOYNTON BEACH

Mayor – Jerry Taylor

Vice Mayor – Woodrow L. Hay

Commissioner – Ronald Weiland

Commissioner – Jose Rodriguez

Commissioner – Marlene Ross

ATTEST:

Janet M. Prainito, CMC
City Clerk

(Corporate Seal)

For Recording Purposes Only:

RESOLUTION 2009-11

A RESOLUTION OF THE CITY OF BUNNELL, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to areas such as Flagler County – specifically the City of Bunnell, the seat of Flagler County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad, such as a station in the City of Bunnell; and

WHEREAS, local governments, such as those of the of the City of Bunnell and Flagler County, and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired along Florida's east coast and through the City of Bunnell and Flagler County; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses, specifically for those throughout Flagler County, including the City of Bunnell; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects, which would be of great assistance to the unemployed workers throughout Flagler County and the City of Bunnell; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMMISSION OF THE CITY OF BUNNELL, FLORIDA as follows:

SECTION 1. The City of Bunnell requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project and restoring the train station located in the City of Bunnell, Florida (from Jacksonville to Miami) as part of the Federal Economic Stimulus package for the State of Florida.

SECTION 2. All resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION 3. This resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED by the City of Bunnell, Florida this 7th day of July 2009.

Catherine D. Robinson, Mayor

7-7-09
Date

Approved as to Form & Content:

Sidney M. Nowell, City Attorney
or Justin T. Peterson, Assistant City Attorney

7-7-09
Date

Attest:

Daniel E. Davis, City Clerk

7-7-09
Date

Seal:

BUSINESS DEVELOPMENT BOARD OF Martin County
bdbmc.org
"Business Focus - Global Success"

1002 SE Monterey Commons Boulevard, Ste. 203A · Stuart, FL 34996
Phone: (772) 221-1380 · Fax: (772) 221-1381 · www.bdbmc.org

RESOLUTION 09-0506

A RESOLUTION OF THE BUSINESS DEVELOPMENT BOARD OF MARTIN COUNTY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to areas like Martin County and The City of Stuart; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and in the City of Stuart and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Business Development Board of Martin County, as Martin County's official economic development organization and an Enterprise Florida partner, requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The President thereupon declared the Resolution duly passed and adopted this 8th day of May kk2009.

Attest:

John Yudin
(Printed Name)

Ronald Bunch
(Printed Name)

President, BDBMC

Executive Director, BDBMC

CANAVERAL PORT AUTHORITY
RESOLUTION NO. 2009-04

A RESOLUTION OF THE CANAVERAL PORT AUTHORITY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Brevard County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The **CANAVERAL PORT AUTHORITY** supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

The **CANAVERAL PORT AUTHORITY** requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

DONE, ORDERED AND ADOPTED, this 19th day of August 2009 at Port Canaveral, Brevard County, Florida

Canaveral Port Authority

BY: _____
Tom Goodson, Chairman

ATTEST:

_____
Malcolm E. McLouth, Secretary

RESOLUTION NO. 2009- 64

A RESOLUTION OF THE CITY OF COCOA, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR REPEAL OF PRIOR INCONSISTENT RESOLUTIONS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Cocoa; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Cocoa and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

WHEREAS, NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COCOA, as follows:

Section 1. That the City of Cocoa requests the assistants of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. That a copy of this resolution shall be provided to the Secretary of the Florida Department of Transportation, the Brevard County Legislative Delegation, the Treasure Coast Regional Planning Council, the Brevard County Board of County Commissioners, and municipalities within Brevard County.

Section 3. Repeal of Prior Inconsistent Resolutions. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of the conflict.

Section 4. Severability. Should any section or provision of this resolution, or any portion hereof, any paragraph, sentence, or word be declared by a Court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereto as a whole or part thereof to be declared invalid.

Section 5. Effective date. This resolution shall become effective immediately upon adoption by the City Council of the City of Cocoa, Florida.

ADOPTED by the City Council of the City of Cocoa, Florida, in a regular meeting assembled on the 23rd day of June, 2009.

Michael C. Blake

Michael C. Blake, Mayor

ATTEST:

Joan Clark

Joan Clark, City Clerk

STATE OF FLORIDA
COUNTY OF BREVARD

This is to certify that the foregoing is a true and correct copy of records filed in the office of the City Clerk.
Witness my hand and official seal this 24 day of June, 2009
JOAN CLARK, CITY CLERK
CITY OF COCOA, FLORIDA
BY Joan Clark

RESOLUTION NO. 2009-107

A RESOLUTION OF THE CITY OF COCOA, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; PROVIDING FOR REPEAL OF PRIOR INCONSISTENT RESOLUTIONS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, potential locations have been identified within the City of Cocoa that could accommodate a future passenger transit station; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City of Cocoa.;

WHEREAS, NOW, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COCOA, as follows:

Section 1. The City of Cocoa strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project."

Section 2. Working with the Florida Department of Transportation, Amtrak, and other agencies, the City of Cocoa has preliminarily identified a series of potential station locations, which are identified on Exhibit A; and

Section 3. The City of Cocoa agrees with the general project concept whereby (1) Amtrak would operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed, the City of Cocoa would be responsible for maintaining the station facility and amenities.

Section 4. Repeal of Prior Inconsistent Resolutions. All resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of the conflict.

Section 5. Severability. Should any section or provision of this resolution, or any portion hereof, any paragraph, sentence, or word be declared by a Court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder hereto as a whole or part thereof to be declared invalid.

Section 6. Effective date. This resolution shall become effective immediately upon adoption by the City Council of the City of Cocoa, Florida.

ADOPTED by the City Council of the City of Cocoa, Florida, in a regular meeting assembled on the 8th day of September, 2009.

Michael C. Blake, Mayor

Attest:

Joan Clark, City Clerk

Main Street
VERO BEACH

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

September 08, 2009

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

I am writing to express the strong support of the Main Street Vero Beach, regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Indian River County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Indian River County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Main Street Vero Beach resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida and as a component of the statewide transportation network. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Daniel C. Fourmont
President

A FLORIDA MAIN STREET CITY
DEVELOPING OUR FUTURE WHILE PRESERVING OUR PAST
P.O. Box 6253 • Vero Beach, Florida 32961-6253

RESOLUTION R-2009-134

A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the Town of Davie; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Town of Davie and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE, FLORIDA.

SECTION 1. The Town of Davie requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. This resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS 3rd DAY OF June, 2009

Judy Paul

MAYOR/COUNCILMEMBER

ATTEST:

TOWN CLERK

APPROVED THIS 3rd DAY OF June, 2009

RESOLUTION NO. 09-241

A RESOLUTION EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, several potential locations have been identified within the City that could accommodate a future passenger transit station; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City; and

WHEREAS, by Resolution No. 01-48, attached, the City Commission previously expressed its support and encouragement of this project.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DAYTONA BEACH, FLORIDA:

SECTION 1. The City Commission strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project".

SECTION 2. Working with the Florida Department of Transportation, Amtrak, and other agencies, the City has preliminarily identified a series of potential station locations, which are identified on Exhibit A.

SECTION 3. The City Commission agrees with the general project concept whereby (1) Amtrak would operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed, the City would be responsible for maintaining the station facility and amenities.

SECTION 4. The City Clerk is hereby directed to provide a certified copy of this Resolution to the Florida Department of Transportation.

SECTION 5. This Resolution shall take effect immediately upon its adoption.

GLENN S. RITCHEY
Mayor

ATTEST:

JENNIFER L. THOMAS
City Clerk

Adopted: September 9, 2009

RESOLUTION NO: 09-02

A RESOLUTION OF THE DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Delray Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in downtown Delray Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Delray Beach Community Redevelopment Agency requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted on the 28 day of May 2009.

Attest:

Frank Wheat, Chair

Diane Colonna, Executive Director

EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

309 Cranes Roost Blvd. Suite 2000 · Altamonte Springs, Fl 32701
Phone (407).262.7772 · Fax (407).262.7788 · www.ecfrpc.org

Philip Laurien, AICP
Executive Director

August 19, 2009

Office of Governor Charlie Crist
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, FL 32399-0001

Dear Governor Crist,

The East Central Florida Regional Planning Council (ECFRPC) strongly endorses the Amtrak Florida East Coast Corridor Project.

On July 22, 2009 the East Central Florida Regional Planning Council unanimously voted to endorse Amtrak's inclusion of the Intercity Rail Component of the Florida East Coast (FEC) Corridor Project as part of Florida's Economic Stimulus Plan.

The Amtrak/FEC Corridor Project is eligible for funding under the High Speed Intercity Passenger Rail Program as part of the American Recovery and Reinvestment Act. Thus, we strongly urge the State of Florida to include the project as part of its request for Federal economic stimulus dollars. The project includes train track and local train station improvements over the 326-mile FEC railway corridor with an estimated population of 8.3 million served within 30 miles of the corridor.

Amtrak service could provide enhanced inter and intra-regional mobility within southern, central, and northeast Florida. With Americans taking 10.7 billion trips on mass transit last year, the highest level since 1952, the time is right for the project. Introduction of Amtrak service along Florida's east coast will provide near-term jobs and economic stimulus for Florida's workforce and businesses. Additionally, the project should contribute to reduction in Florida's overall greenhouse gas emissions and vehicle miles traveled.

Executive Committee

Chair
Mary Martin
Vice Mayor of Port Orange
Volusia County League of Cities

Vice Chair
Cheryl Grieb
City Commissioner
City of Kissimmee

Treasurer
Elaine Renick
Commissioner
Lake County

Secretary
Daniel O'Keefe
Gubernatorial Appointee
Orange County

Serving Brevard, Lake, Orange, Osceola, Seminole, and Volusia Counties.

The East Central Florida Regional Planning Council wholeheartedly supports Amtrak's application for the FEC Corridor Project.

Sincerely,

Mary Martin

Vice-Mayor Mary Martin
Chair, ECFRPC

Phil Laurien

Phil Laurien, AICP
Executive Director

Cc: Ms. Kim DeLany, Growth Management Coordinator, TCRPC

ECONOMIC DEVELOPMENT COMMISSION
OF FLORIDA'S SPACE COAST

August 31, 2009

RECEIVED
SEP 02 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Re: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Ms. Kopelousos:

I am writing to express the strong support of the Economic Development Commission of Florida's Space Coast regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Economic Development Commission of Florida's Space Coast resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Lynda L. Weatherman
President & CEO

cc: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

597 Haverty Court, Suite 100
Rockledge, Florida 32955
Phone: (321) 638.2000
Toll-Free: (800) 535.0203
Fax: (321) 633.4200
www.SpaceCoastEDC.org

RESOLUTION 09-2009

A RESOLUTION OF THE ECONOMIC COUNCIL OF MARTIN COUNTY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

ECONOMIC COUNCIL OF MARTIN COUNTY requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 8th day of May, 2009.

Attest:

Robert Raynes, Chairman

Robert Raynes Chairman/Mayor

Tammy Simoneau Executive Committee

RESOLUTION 09-04

A RESOLUTION OF THE ENTERPRISE FLAGLER (ECONOMIC DEVELOPMENT) REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to areas such as Flagler County – specifically the City of Bunnell, the seat of Flagler County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad, such as a station in the city of Bunnell; and

WHEREAS, local governments, such as those of the City of Bunnell and Flagler County, and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired along Florida's east coast and through the City of Bunnell and Flagler County; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, The 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses within Flagler County; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects, which would be of great assistance to the unemployed workers throughout Flagler County; and

WHEREAS, the intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF ENTERPRISE FLAGLER, PALM COAST, FLORIDA as follows:

ENTERPRISE Flagler

Promoting & Organizing Flagler County Economic Development

SECTION 1. Enterprise Flagler and it's Affiliates requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal Economic Stimulus package for the State of Florida.

SECTION 2. All resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION 3. This resolution shall become effective immediately upon its adoption.

PASSED this 27th Day of May, 2009

ENTERPRISE FLAGLER AND AFFILIATES

Greg Rawls, Deputy Director

ATTEST:

Audrey R. Lee, Executive Assistant

RESOLUTION
09-H

A RESOLUTION OF THE CITY OF FELLSMERE, INDIAN RIVER COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVING FOR RATIFICATION; PROVIDING FOR CONFLICT AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Fellsmere; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Fellsmere and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fellsmere Indian River County, Florida, requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 1. RATIFICATION. The above recitals are hereby ratified, confirmed and adopted.

SECTION 2. CONFLICT. All previous resolutions or parts thereof, which conflict with the provisions of this Resolution, to the extent of such conflict, as superseded and repealed.

SECTION 3. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption.

The foregoing Resolution was moved for adoption by Council Member Herrera. The motion was seconded by Council Member Savage and, upon being put to a vote, the vote was as follows:

Mayor, Susan P. Adams	Yes
Council Member Fernando Herrera	Yes
Council Member Joel Tyson	Yes
Council Member Sara J. Savage	Yes
Council Member Daniel Naranjo	Yes

The Mayor thereupon declared this Resolution duly passed and adopted this 16th day of April, 2009.

CITY OF FELLSMERE, FLORIDA

Susan P. Adams, Mayor

ATTEST:

Deborah C. Krages, City Clerk

R-09-H.doc

(SEAL)

FAC
FLORIDA ASSOCIATION OF COUNTIES
All About Florida

RODNEY J. LONG
PRESIDENT
ALACHUA

ILENE LIEBERMAN
PRESIDENT ELECT
BROWARD

DOUG SMITH
FIRST VICE PRESIDENT
MARTIN

BILL WILLIAMS
SECOND VICE PRESIDENT
GULF

SUSAN LATVALA
IMMEDIATE PAST PRESIDENT
PINELLAS

CHRISTOPHER L. HOLLEY
EXECUTIVE DIRECTOR

July 9, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, Florida 32399-0001

Ms. Stephanie Kopelousos, Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Dear Governor Crist and Secretary Kopelousos:

On behalf of the Florida Association of Counties, I am writing to express our support of including the Intercity Rail Component of the Florida East Coast (FEC) Corridor Project as part of Florida's Economic Stimulus Plan. Recently, the Treasure Coast Regional Planning Council and numerous local governments have adopted resolutions supporting this effort and have provided copies to your offices. As you may know, this project was initially envisioned in 2001, when the Florida Intercity Rail project was negotiated between Amtrak, FEC, and the Florida Department of Transportation. Although the earlier project was stalled due to funding constraints, it appears a renewed project would make a perfect candidate for federal stimulus funding. As envisioned, the updated project would include train track and local train station improvements necessary to get Amtrak passenger service on the FEC rail line serving the entire east coast of Florida.

With the federal government's current focus on transit investments for a greener future, the time is right for this project. The reintroduction of Amtrak service along Florida's east coast will provide near-term jobs and economic stimulus for Florida's workforce and businesses, while complementing other on-going transit initiatives in the state. In light of this, we urge you to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus for the State of Florida.

Willing to Serve,

Rodney J. Long, President

cc: Marcos Marchena, Chair, Florida Transportation Commission
Michael Busha, Executive Director, Treasure Coast Regional Planning Council
Kim DeLaney, Growth Management Coordinator, TCRPC
Commissioner Doug Smith, Martin County Board of County Commissioners

80 YEARS
1929-2009

P.O. BOX 549 · TALLAHASSEE, FL 32302 · PHONE (850) 922-4300 · FAX (850) 488-7501
WWW.FL-COUNTIES.COM

MPOAC **The Florida Metropolitan Planning Organization Advisory Council**

Mayor Richard J. Kaplan
Chairman

August 5, 2009

The Honorable Charlie Crist
Governor of the State of Florida
The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Dear Governor Crist,

The Florida Department of Transportation (FDOT) recently submitted pre-application forms for federal High Speed Intercity Passenger Rail (HSIPR) Program funds to:

1. Construct the Tampa to Orlando leg of the proposed Florida High Speed Rail System and complete the environmental and engineering work for the Orlando to Miami leg,
2. Restore Amtrak passenger rail service on the Florida East Coast corridor between Jacksonville and Miami, and
3. Purchase an existing 61-mile freight rail corridor in Central Florida that will be used for multiple technologies including Intercity Rail, High Speed Rail, Commuter Rail and light rail.

On behalf of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our endorsement of and thanks for the initiative and leadership being shown by the FDOT to secure funding for these three extremely important passenger rail projects. From Orlando to Jacksonville, from Southeast Florida to the Tampa Bay area, MPOs across the state have been working to increase the availability of premium passenger rail services within and between Florida's metropolitan areas. It is in that spirit that Florida's MPOs enthusiastically support each of the three proposed projects.

Thank you again for your current and future efforts to secure federal funds for premium rail services in Florida. We look forward to working with you, your staff and our transportation partners to advance multi-modal transportation options in Florida for the benefit of our citizens and businesses. Please contact Howard Glassman, MPOAC Executive Director at (850) 414-4062 should you have any questions.

Sincerely,

Mayor Richard J. Kaplan
Chairman

cc: Secretary Stephanie Kopelousos, FDOT
MPOAC members

Howard Glassman, Executive Director
605 Suwannee Street, MS 28B · Tallahassee, Florida 32399-0450
1-866-374-3368 x 4037 or 850-414-4037 · Fax 850-414-4895

ATTACHMENT A

RESOLUTION 09-01

A RESOLUTION OF THE FLORIDA REGIONAL COUNCILS ASSOCIATION REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas throughout the 326-mile long corridor; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired along Florida's east coast and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the population along Florida's east coast to be served by the project is estimated at 8.3 million; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Florida Regional Councils Association requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this _____ day of _____ 2009.

Commissioner Ilene Lieberman
President, Florida Regional
Councils Association

Attest:

Pat Steed, Chairman
Executive Directors Advisory Committee

RESOLUTION 2009- 24

A RESOLUTION OF THE FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE ASSISTANCE OF GOVERNOR CHARLIE CRIST AND THE FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY STEPHANIE KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FLORIDA EAST COAST (FEC) CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas line Flagler County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Flagler County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREORE, BE IT RESOLVED THAT:

The Flagler County Board of County Commissioners requests the assistance of Governor Charlie Crist and FDOT Secretary Stephanie Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair hereupon declares the Resolution duly passed and adopted this 18TH day of May, 2009.

ATTEST:

Gail Wadsworth, Clerk and
Ex-Officio Clerk to the Board

FLAGLER COUNTY BOARD OF
COUNTY COMMISSIONES

Milissa Holland
Chair

Al Hadeed
County Attorney

CIRCUIT COURT SUM CIMQUE FLAGLER COUNTY, FLORIDA

I HEREBY CERTIFY this to be a true
And correct copy of the original
GAIL WADSWORTH
CLERK OF COURTS
By DC

RESOLUTION 09-01

A RESOLUTION OF THE FLAGLER COUNTY PALM COAST HOME BUILDERS ASSOCIATION REQUSTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to areas such as Flagler County- specifically the City of Bunnell, the seat of Flagler County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad, such as a station in the City of Bunnell and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired along Florida's east coast and through the City of Bunnell and Flagler County; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC Corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrack is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrack service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses, specifically for those throughout Flagler County; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects, which would be of great assistance to the unemployed workers throughout Flagler County; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrack and FDOT includes plans for the improvements necessary to initiate Amtrack service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Flagler County Palm Coast Home Builders Association requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrack/EC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus Package for the State of Florida.

The President of the Flagler County Palm Coast Home Builders Association thereupon declared the Resolution duly passed and adopted this 7th day of May 2009.

Attest:

Luis Medeiros — President

debi Peterson — Executive Officer

RESOLUTION NO. 09-140

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA, SUPPORTING THE REINTRODUCTION OF AMTRAK PASSENGER RAIL SERVICE ON THE FLORIDA EAST COAST (FEC) RAIL CORRIDOR, AS PART OF FLORIDA'S ECONOMIC STIMULUS PLAN.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the City of Fort Lauderdale; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Fort Lauderdale and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

Section 1. The City Commission of the City of Fort Lauderdale, FL hereby supports the reintroduction of Amtrak Passenger Rail Service on the Florida East Coast (FEC) Rail Corridor, as part of Florida's Economic Stimulus Plan.

Section 2. That the City Clerk is directed to provide a copy of this Resolution to The Honorable Charlie Crist, Governor; Ms. Stephanie Kopelousos, Secretary of Transportation; and Michael J. Busha, Executive Director of Treasure Coast Regional Planning Council.

Section 3. That if any clause, section or other part of this Resolution shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Resolution shall not be affected thereby, but shall remain in full force and effect.

Section 4. That the Resolution shall be in full force and effect upon final passage.

ADOPTED this the 2nd day of June, 2009.

Mayor
JOHN P. "JACK" SEILER

ATTEST:

City Clerk
JONDA K. JOSEPH

L:\COMM2009\Resolutions\june 2\09-140.doc

RESOLUTION NO. 09-25

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE **INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT** (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Fort Pierce, Florida; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Fort Pierce and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville / Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE AS FOLLOWS:

The City of Fort Pierce requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

IN WITNESS WHEREOF, this Resolution has been duly adopted this 6th day of April, 2009.

MAYOR COMMISSIONER

ATTEST:

CITY CLERK

(CITY SEAL)

FORT PIERCE REDEVELOPMENT AGENCY

City of Fort Pierce
100 North U.S. 1
P. O. Box 1480
Fort Pierce, Florida 34954-1480
Tel. (772) 460-2200
Fax (772) 595-5068
jward@city-ftpierce.com

August 24, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

I am writing to express the strong support of the Fort Pierce Redevelopment Agency regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. St. Lucie County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in St. Lucie County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Fort Pierce Redevelopment Agency resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Jon Ward
Director

cc: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

CHARLIE CRIST
GOVERNOR

August 5, 2009

Manny Y. Pumariega, AICP
Executive Director
Tampa Bay Regional Planning Council
4000 Gateway Centre Boulevard, Suite 100
Pinellas Park, Florida 33782

Dear Mr. Pumariega:

Thank you for your letter expressing support for the proposal to improve the Florida East Coast (FEC) Rail line for intercity passenger rail services. I appreciate your willingness to share your views on this important issue with me.

As a growing state, our communities struggle with the effects of congestion. I am confident that the quality of life and the future economic success of our state and our people depend on the availability of an infrastructure that accommodates growth and the needs of businesses while protecting our environment. Our state transportation system and the proposals for high speed rail and commuter rail are economically sound ways to address congestion relief while safeguarding our environment.

I support the Department of Transportation's (DOT) proposed projects for intercity and high speed rail submitted on July 10, 2009, to the U.S. Department of Transportation. Your support of the proposed improvements to the FEC Rail line and connectors to other lines, positions Florida to compete for a substantial share of the $8 billion in American Recovery and Reinvestment Act grant funds.

Thank you again for your support. I appreciate the opportunity to consider your thoughts and I look forward to working with you and your local government colleagues, the Legislature and the Florida Department of Transportation to transform our economy and expand transportation options for our citizens by providing Floridians with the benefits of rail transportation.

Sincerely,

Charlie Crist

THE CAPITOL
TALLAHASSEE, FLORIDA 32399 • (850) 488-2272 • FAX (850) 922-4292

RESOLUTION NO. 2009-15

A RESOLUTION ADOPTED BY THE CITY COUNCIL OF THE CITY OF GREENACRES, FLORIDA, REQUESTING THE ASSISTANCE OF THE GOVERNOR AND THE SECRETARY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR TRANSMITTAL OF COPIES OF THIS RESOLUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida East Coast Railway (FEC) corridor was historically operated as a passenger rail line along Florida's east coast, traversing and providing rail connections to urban areas like West Palm Beach, the largest city in Palm Beach County and the county seat; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Greenacres, Palm Beach County, and throughout the State of Florida; and

WHEREAS, passenger rail, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville to Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, prior work by Amtrak and FDOT included plans for the improvements necessary to initiate Amtrak service on the FEC corridor; and

WHEREAS, significant countywide tax dollars have been invested in facilities in downtown West Palm Beach, such as the Palm Beach County Convention Center, that would benefit from the improved intra-state and inter-state access that Amtrak service on the FEC corridor would provide; and

WHEREAS, aspects of the improvement of the FEC corridor for use by Amtrak between Jacksonville and West Palm Beach will also facilitate rail transit access to Jupiter where significant countywide and statewide tax dollars have been invested in the Scripps project and such access will provide economic opportunity for the residents of the City of Greenacres.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENACRES, FLORIDA, THAT:

Section 1. The City of Greenacres hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. The City Council of the City of Greenacres authorizes copies of this Resolution to be sent to Governor Charlie Crist, FDOT Secretary Stephanie Kopelousos, and Treasure Coast Regional Planning Council Executive Director Michael Busha.

Section 3. This Resolution shall be effective upon its adoption.

RESOLVED AND ADOPTED this 1st day of June, 2009.

Voted

Samuel J. Ferreri
Mayor

Charles E. Shaw
Deputy Mayor

Attest:

Sondra K. Hill
City Clerk

Richard C. Radcliffe
Councilman, District I

Peter A. Noble
Councilman, District II

Doris A. Fouts
Councilwoman, District IV

Norman W. Rose
Councilman, District V

Approved as to Form and Legal Sufficiency:

Pamela S. Terranova
City Attorney

RECEIVED
APR 13 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

RESOLUTION NO. 009-2

A RESOLUTION OF THE TOWN OF GULF STREAM, PALM BEACH COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Palm Beach County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF GULF STREAM, PALM BEACH COUNTY, FLORIDA, AS FOLLOWS:

The Town of Gulf Stream requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from

Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

PASSED AND ADOPTED in a regular session assembled this 9th day of April, 2009.

TOWN OF GULF STREAM

MAYOR

VICE MAYOR

COMMISSIONER

COMMISSIONER

COMMISSIONER

ATTEST:

TOWN CLERK

Hobe Sound Chamber of Commerce

11954 SE Dixie Highway • P.O. Box 1507, Hobe Sound, Florida 33475
Phone 772.546.4724 • Fax 772.546.9969
Web: www.hobesound.org

RESOLUTION 2009-1

A RESOLUTION OF THE HOBE SOUND CHAMBER OF COMMERCE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Hobe Sound Chamber of Commerce requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 18 day of May 2009.

Attest:

Mary Lopopolo Chamber President

Jennifer Ferrari Executive Director

RECEIVED
APR 20 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

TOWN OF HYPOLUXO

RESOLUTION 09-371

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF HYPOLUXO, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FLORIDA EAST COAST RAILWAY ("FEC") CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Town of Hypoluxo; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Town of Hypoluxo and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between municipalities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF HYPOLUXO, FLORIDA as follows:

Section 1. The foregoing recitals are hereby ratified and incorporated herein.

Section 2. The Town of Hypoluxo requests the assistance of Governor Crist and Florida Department of Transportation Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 3. This Resolution shall become effective immediately upon adoption.

RESOLVED AND ADOPTED this 15th **day of** April**, 2009.**

TOWN OF HYPOLUXO, FLORIDA

BY: Kenneth M. Schultz
Kenneth M. Schultz, Mayor

ATTEST:

Barbara Searls Ross
Barbara Searls Ross, Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Leonard G. Rubin, Town Attorney

RESOLUTION 09-02

A RESOLUTION OF THE TOWN OF INDIAN RIVER SHORES, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Indian River County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Indian River County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THE TOWN OF INDIAN RIVER SHORES THAT:

THE TOWN COUNCIL HEREBY requests the assistance of Governor Crist and FDoT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Approved by the Town Council and Adopted this 25th Day of June, 2009.

E. William Kenyon, Mayor

ATTEST:

Laura Aldrich, Town Clerk

CERTIFIED COPY
I hereby certify that this document is a true and correct copy of the original document (as is shown in the records of the Town of Indian River Shores, Indian River County, FL). 7-7-09
Date Signed
Town Clerk, Indian River Shores, FL

RESOLUTION 2009-120

A RESOLUTION OF THE INDIAN RIVER COUNTY BOARD OF COUNTY COMMISSIONERS SUPPORTING THE INCLUSION OF THE AMTRAK/FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor historically functioned as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas such as Vero Beach and Sebastian in Indian River County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Indian River County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The **INDIAN RIVER COUNTY BOARD OF COUNTY COMMISSIONERS** strongly supports inclusion of the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

THIS RESOLUTION was moved for adoption by Commissioner O'Bryan, and the motion was seconded by Commissioner Flescher, and, upon being put to a vote, the vote was as follows:

Wesley S. Davis, Chairman	AYE
Joseph E. Flescher , Vice Chairman	AYE
Bob Solari, Commissioner	NAY
Peter D. O'Bryan, Commissioner	AYE
Gary C. Wheeler, Commissioner Gary Wheeler	AYE

The Chairman thereupon declared the resolution duly passed and adopted this 18th day of August, 2009.

INDIAN RIVER COUNTY
BOARD OF COUNTY COMMISSIONERS

Wesley S. Davis, Chairman

ATTEST:

J.K. BARTON
CLERK CIRCUIT COURT

D.C.

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

COUNTY ATTORNEY

Indian River County
Chamber of Commerce

RESOLUTION 09-5

A RESOLUTION OF THE INDIAN RIVER COUNTY CHAMBER OF COMMERCE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Indian River County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Indian River County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Indian River County Chamber of Commerce requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The President thereupon declared the Resolution duly passed and adopted this 18th day of May 2009.

Attest:

Penny Chandler,
President
Indian River County
Chamber of Commerce

RESOLUTION 2009-05

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor historically functioned as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas such as Vero Beach and Sebastian in Indian River County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Indian River County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The **INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION** strongly supports inclusion of the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

THIS RESOLUTION was moved for adoption by Flescher, and the motion was seconded by Atkinson, and, upon being put to a vote, the vote was as follows:

Chairman Peter D. O'Bryan	Aye
Vice Chairman Debbie MacKay (School Board)	Absent
Commissioner Bob Solari	Nay
Commissioner Joseph Flescher	Aye
Commissioner Gary Wheeler	Aye
Commissioner Wesley Davis	Nay
Mayor of Vero Beach, Sabin Abell	Aye
Councilmember of Vero Beach, Bill Fish	Absent
Councilmember of Sebastian, Dale Simchick	Aye
Vice Mayor of Sebastian, Jim Hill	Aye
Mayor of Fellsmere, Susan Adams	Aye
Councilmember of Indian River Shores, Frannie Atchison	Aye

The Chairman thereupon declared the resolution duly passed and adopted this 8th day of July, 2009.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Peter D. O'Bryan

Peter D. O'Bryan, Chairman

ATTEST:

Darcy R. Vasilas

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

for **COUNTY ATTORNEY**

RESOLUTION NO. 2009-20

A RESOLUTION OF THE JACKSONVILLE TRANSPORATION AUTHORITY, IN SUPPORT OF AN AMTRAK PRELIMINARY ANALYSIS AND RIDERSHIP FORECAST FOR PASSENGER SERVICE ALONG FLORIDA'S EAST COAST.

WHEREAS, the Florida East Coast Rail corridor was historically operated as a passenger rail line along Florida's east coast, beginning on the First Coast region; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, modern cities along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations, including the historic Jacksonville Terminal and the Jacksonville Regional Transportation Center (JRTC); and

WHEREAS, improved mobility is highly desired in the First Coast Region and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and regions throughout the Region; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the Florida East Coast corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, Amtrak continues the expertise and knowledge to conduct an evaluation for new passenger rail service along Florida's east coast, including the First Coast region; and

WHEREAS, JTA has just completed a Commuter Rail Feasibility and the FEC corridor is identified as one of the top three candidates for passenger rail service; and

WHEREAS, the current political climate is highly interested in funding passenger rail projects through highspeed rail, passenger intercity rail and commuter rail;

NOW, THEREFORE, BE IT RESOLVED that the JTA Board requests the assistance of Governor Crist; Transportation Secretary Kopelousos, Congresswoman Brown, District 3; Congressman Mica, District 7; Congressman Crenshaw, District 4; and Congressman Stearns, District 6 to initiate a formal request to Amtrak for the preliminary feasibility analysis and ridership forecast for passenger rail service on the Florida East Coast Rail Corridor along Florida's east coast, specifically including Nassau, Duval, St Johns and Flagler counties.

RESOLUTION NO. 2009-19

RESOLUTION OF THE JACKSONVILLE TRANSPORTATION AUTHORITY TO REQUESTS SUPPORT FROM GOVERNOR CRIST AND THE FDOT TO INCLUDE THE JACKSONVILLE TO MIAMI LINK AS A PROIORITY SEGMENT OF THE STATE HIGH SPEED RAIL PLAN.

WHEREAS, the Jacksonville Transportation Authority has the authority to develop transportation modes that will serve the regional citizens of Duval County in partnership with the FDOT and other agencies as authorized by Chapter 341, Florida Statutes and/or by the Federal Transportation Administration Act of 1964 as amended:

WHEREAS, The Jacksonville Regional Transportation Center is being designed to serve rail transportation as an integral mode to include a return of Amtrak to a more central location and to support commuter rail services; and

WHEREAS, the Jacksonville to Miami (FEC) rail corridor could provide a major improvement to the mobility of Florida east coast citizens and visitors including some reduction of congestion along I-95; and

WHEREAS, The FDOT 2006 Florida Rail Plan identifies passenger service along this corridor as a potential route; and

WHEREAS, Amtrak has indicated a strong interest in providing a new service along this corridor; and

WHEREAS, Jacksonville is already as part of the National High Speed Rail Plan as accessed from the north;

NOW, THEREFORE BE IT RESOLVED, by the Jacksonville Transportation Authority Board of Directors, Jacksonville Florida: that the Jacksonville Transportation Authority requests support form Governor Crist and the Florida Department of Transportation to include the Jacksonville to Miami link as a priority part of the State High Speed Rail Plan.

WE, the undersigned, being the Chairman and the Secretary of the Jacksonville Transportation Authority, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Directors of the Jacksonville Transportation Authority held on June 25, 2009.

Ava L. Parker, Chairman

(SEAL)

Donald P. Hinson, Secretary

WE, the undersigned, being the Chairman and Secretary of the Jacksonville Transportation Authority, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Directors of the Jacksonville Transportation Authority held on June 25, 2009.

FR

Ava Parker, Chairman

(SEAL)

Donald P. Hinson, Secretary

RESOLUTION

A RESOLUTION OF THE JENSEN BEACH CHAMBER OF COMMERCE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Jensen Beach and Stuart; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Jensen Beach and Stuart and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Jensen Beach Chamber of Commerce requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 19 day of May 2009.

Attest:

Ronald Rose, Executive Director

Ed Griffith, President

University of
Central
Florida

Office of the President

September 16, 2009

Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Dear Secretary Kopelousos:

The reintroduction of Amtrak passenger service on the corridor along Florida's east coast from Jacksonville to Miami has my strong endorsement. I hope you and Governor Crist are able to win funding for this project from the federal economic stimulus package.

For Central Floridians, the need to improve the mobility of people and commerce across our region is only too well known. Rail transportation must be a part of that improvement.

As a member of the board of the Central Florida Partnership, I know that reinstituting rail service on the east coast is an important regional goal. The proposed passenger rail line will support the area's economic development, it will help us expand our tourism industry, and it will enhance the daily lives of millions of our fellow Floridians.

For the University of Central Florida—with campuses along the east coast in Daytona Beach, Cocoa, and Palm Bay—the proposed corridor line furthers our long-range strategic plans, aiding the growth of our regional campus system while reducing our institution's carbon footprint. Both are important goals for this university.

We appreciate your strong and progressive leadership for Florida, and I am hopeful that your advocacy for this passenger service on our region's behalf will prove successful.

Cordially yours,

John C. Hitt
President

C: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

P.O. Box 160002 • Orlando, FL 32816-0002 • (407) 823-1823 • FAX (407) 823-2264 • jhitt@mail.ucf.edu

An Equal Opportunity and Affirmative Action Institution

RESOLUTION NO. 2009-09

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the Town of Juno Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Town of Juno Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) in an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUNO BEACH, FLORIDA as follows:

Section 1. The Town Council of the Town of Juno Beach hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. This Resolution shall take effect immediately upon adoption.

RESOLVED AND ADOPTED THIS 22nd DAY OF April, 2009.

Mort Levine, Mayor

ATTEST:

Vanessa M. Dunham, Town Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Leonard G. Rubin, Town Attorney

RESOLUTION NO. 16-09

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JUPITER, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the Florida East Coast (FEC) railroad corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Town of Jupiter; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Town of Jupiter and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF JUPITER:

The Town Council of the Town of Jupiter requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

K:\Staff\WP51\TOD\Reso 16-09 Baird review.doc

The foregoing Resolution was offered by Vice-Mayor Todd R. Wodraska, who moved its adoption. The motion was seconded by, Councilor Robert M. Friedman, and upon being put to a roll call vote, the vote was as follows:

	AYE	NAY
MAYOR KAREN J. GOLONKA	X	
VICE-MAYOR TODD R. WODRASKA	X	
COUNCILOR ROBERT M. FRIEDMAN	X	
COUNCILOR WENDY HARRISON	X	
COUNCILOR JIM KURETSKI	X	

The Mayor thereupon declared the foregoing Resolution 16-09 duly passed and adopted this 7th day of April, 2009.

TOWN OF JUPITER, FLORIDA

BY: _____
KAREN J. GOLONKA
MAYOR

ATTEST:

_____
SALLY M. BOYLAN, CMC
TOWN CLERK

(TOWN SEAL)

TOWN OF JUPITER, FLORIDA. PALM BEACH COUNTY
INCORPORATED 1925

_____
THOMAS J. BAIRD, ESQ.
Approved as to form and legal sufficiency

RESOLUTION NO. R-07-2009

A RESOLUTION OF THE TOWN OF LANTANA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the Town of Lantana; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Town of Lantana and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Town Council of the Town of Lantana requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 22nd day of June, 2009.

TOWN OF LANTANA

✓		
Aye	Nay	MAYOR
✓		
Aye	Nay	COUNCIL MEMBER
✓		
Aye	Nay	COUNCIL MEMBER
✓		
Aye	Nay	COUNCIL MEMBER
✓		
Aye	Nay	COUNCIL MEMBER

ATTEST: (SEAL)

Crystal A. Gibson
TOWN CLERK

Approved as to form and legal sufficiency.

TOWN ATTORNEY

MAITLAND
A COMMUNITY FOR LIFE

Mayor and Council
Douglas T. Kinson, Mayor
Bev Reponen, Vice-Mayor
Philip F. Bonus
Jeff S. Flowers, Ph.D.
Linda J. Frosch, Esq

City Manager
James S. Williams, P.E.
407 539-6222
Fax 407 539-6282

Assistant City Manager
Wm. Brian Jones
407 539-6221
Fax 407 539-6282

City Clerk
Maria Waldrop
407 539-6219
Fax 407 539-6282

Community Development Director
Richard W. Wells, AICP
407 539-6212
Fax 407 539-6275

CRA Director
Veri Emrick
407 539-1255
Fax 407 539-6282

Management Services Director
Sharon Anselmo, CPA
407 539-6201
Fax 407 539-6282

Fire Chief
Kenneth J. Neuhard
407 539-6229
Fax 407 599-0858

Parks And Recreation Leisure Services Director
Chuck Jordan
407 539-6264
Fax 407-539-6282

Police Chief
Douglas M. Ball
407 539-6242
Fax 407 539-2712

Public Works Director
Rick Lemke, P.E., P.T.O.E.
407 539-6252
Fax 407 660-1677

August 11, 2009

Ms. Noranne Downs
District 5 Secretary
Florida Department of Transportation
1719 S. Woodland Boulevard
Deland, Florida 32720

Received
AUG 13 2008
D5 Executive Suite

Re: SunRail Funding Support
High Speed Rail Support

Dear Ms. Downs:

This letter is provided to reiterate our commitment to the SunRail project and to support the Application for High Speed Intercity Passenger Rail Track 1 Funding of the Florida Department of Transportation for right-off-way acquisition for the 61.5 mile corridor that will facilitate intercity rail travel.

Further, the City of Maitland supports the Florida Department of Transportation Track 2 Application for Funding the Florida High Speed Rail Program (connecting Tampa, Orlando, and Miami); and the Florida Department of Transportation Track 2 Application for Funding Amtrak Service between Jacksonville and Miami on Florida's East Coast Railroad through the High Speed Intercity Rail Program.

All three of these systems will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within Florida.

The City of Maitland is committed to championing multi-modal transportation systems throughout all of Florida that will contribute significantly to enhancing the vitality and quality of life for all those who live in and visit Florida.

If we can be of any assistance during the application period, please feel free to contact us.

Sincerely,

Douglas T. Kinson
Mayor

RESOLUTION NO. 09-2009

A RESOLUTION OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, The FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing the Space Coast Region; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the State of Florida; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast, including Brevard County and the Space Coast Region; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF MALABAR, BREVARD COUNTY, FLORIDA, that:

Section 1. That the Town of Malabar requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. That a copy of this resolution shall be provided to the Governor, the Secretary of the Florida Department of Transportation, the Space Coast Transportation Planning Organization, the Treasure Coast Regional Planning Council, the Brevard County Board of County Commissioners, and municipalities within Brevard County.

Section 3. This Resolution shall take effect immediately upon its adoption.

This Resolution was moved for adoption by Council Member Borton. This motion was seconded by Council Member Vail and, upon being put to vote, the vote was as follows:

Council Member Nancy Borton	Nay
Council Member Brian Vail	Aye
Council Member Steven (Steve) Rivet	Nay
Council Member Jeffrey (Jeff) McKnight	Aye
Council Member Patricia (Pat) D. Dezman	Aye

This Resolution was then declared to be duly passed and adopted this 18 day of May, 2009.

By:

Mayor Thomas M. Eschenberg, Chair
Town of Malabar

Approved as to form and content:

Karl W. Bohne, Jr., Town Attorney

ATTEST:

Debby K. Franklin
Town Clerk/Treasurer

(seal)

RESOLUTION 09-05

A RESOLUTION OF THE TOWN OF MANGONIA PARK REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Mangonia Park; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Mangonia Park and through the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Town of Mangonia Park requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED this **16th** day of **June**, **2009**.

TOWN OF MANGONIA PARK

WILLIAM H. ALBURY, III, MAYOR

(SEAL)

ATTEST:

Sherry Albury, Town Clerk

CITY OF MARGATE, FLORIDA

RESOLUTION NO. 11-460

A RESOLUTION OF THE CITY OF MARGATE, FLORIDA; REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Margate, Broward County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by

the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF MARGATE, FLORIDA:

Section 1: That the above whereas clauses are adopted as set forth herein.

Section 2: That the City Commission of the City of Margate goes on record requesting the assistance of Governor Crist and Florida Department of Transportation Secretary Kopelousos to prioritize the Intercity Rail Component of the FEC Corridor Project (From Jacksonville to Miami) as part of the Federal Economic Stimulus Package for the State of Florida.

Section 3: A copy of this resolution shall be sent to the Governor of the State of Florida, Florida Department of Transportation Secretary Kopelousos, the Broward County Legislative Delegation and other members of the Florida Legislature.

SECTION 4: This Resolution shall become effective immediately upon its passage.

PASSED, ADOPTED AND APPROVED THIS 6th DAY OF MAY, 2009

ATTEST:

LESLIE RAE WALLACE
CITY CLERK

MAYOR ARTHUR J. BROSS

RECORD OF VOTE

Donovan	Yes
McLean	Yes
Talerico	Aye
Varsallone	Aye
Bross	Aye

MARTIN MPO
METROPOLITAN PLANNING ORGANIZATION

2401 S.E. Monterey Rd.
Stuart, Florida 34996
http://www.martinmpo.com

MICHAEL MORTELL
Chair
Commissioner For
The City Of Stuart

DON OSTEEN
Vice Chair
Commissioner For
The Town Of Sewall's Point

EDWARD CIAMPI
Martin County Commissioner

PATRICK HAYES
Martin County Commissioner

SARAH HEARD
Martin County Commissioner

MARY L. HUTCHINSON
Commissioner For
The City Of Stuart

DOUG SMITH
Martin County Commissioner

TELEPHONE:
(772) 288-5484

FAX:
(772) 288-5955

May 18, 2009

RECEIVED
MAY 18 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

Gary Wheeler, Indian River County Commissioner and
Chairman, Treasure Coast Regional Planning Council
421 S.W. Camden Avenue
Stuart, FL 34994

RE: Martin MPO Support for Amtrak Service to Florida

Dear Chairman Wheeler:

As a Commissioner for the City of Stuart and on behalf of the Martin Metropolitan Planning organization, it gives me great pleasure to submit this letter of support for Amtrak passenger train service to Florida.

It will take all of us working in concert to bring light rail to the Treasure Coast. Our hope is that one day this service will be available to all of Martin County residents perhaps with a stop in the City of Stuart.

Please contact Ann Perrotta, Martin MPO Director, at 772-288-5484 if we can assist further in this worthy effort.

Sincerely,

Michael Mortell, Chairman
Martin MPO Policy board

cc: Martin MPO Policy Board members
Mike Busha, Executive Director, TCRPC

RESOLUTION NO.

A RESOLUTION OF THE CITY OF ORLANDO, FLORIDA, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained most of the Right of Way for 90 percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, the City of Orlando is committed to championing a multi-modal transportation system which will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

City Council Meeting: 8.10.09
J-2 Documentary: 09081OJ02

Resolution No.

WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Orlando, Florida that the City of Orlando supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program.

PASSED AND APPROVED by the City Council of the City of Orlando, Florida this 13 day of August, 2009.

CITY OF ORLANDO

MAYOR

ATTEST:

CITY CLERK

RESOLUTION NO.

A RESOLUTION OF THE CITY OF ORLANDO, FLORIDA, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION APPLICATION FOR FUNDING THE CENTRAL FLORIDA RAIL PASSENGER CORRIDOR THROUGH THE HIGH SPEED INTERCITY PASSENGER RAIL PROGRAM.

WHEREAS, an unprecedented spirit of cooperation and partnership brought the City of Orlando, Orange County, Seminole County, Volusia County, Osceola County, the Central Florida Partnership, the Metro Orlando Economic Development Commission, MetroPlan Orlando, and the Florida Department of Transportation (FDOT) together in support of Passenger Rail in Central Florida; and

WHEREAS, FDOT has reached agreement with CSX Transportation providing for the acquisition of the CSXT's A-Line between Milepost A749.7 near DeLand and A814.1 near Poinciana, a distance of approximately 61.5 miles for the use of the Commuter Rail Project and improvements to all passenger rail in the corridor; and

WHEREAS, FDOT is in process of finalizing the design, permitting and construction of Central Florida's Commuter Rail Project known as SUNRAIL; and

WHEREAS, implementation of the improved rail access to SUNRAIL, Florida's High Speed Rail and future Light Rail Transit Projects in Central Florida will result in environmental benefits, improve the quality of life in the state, stimulate economic growth, create new employment options, and serve as a positive growth management catalyst; and

WHEREAS, improvements to passenger rail will greatly benefit all of the citizens of and visitors to the Central Florida region, and is needed in order to relieve traffic congestion, provide transportation opportunities, and provide a relief for I-4 traffic during its reconstruction; and

WHEREAS, Central Florida Communities have been working for decades to create a balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices continue to rise and new federal air quality standards for ozone put Central Florida at risk of being declared a non-attainment area which could result in sanctions being imposed; and

City Council Meeting: 8-10-09
Item: F2 Documentary: 0908101702

Resolution No.

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Central Florida Commuter Rail Project will support the efforts of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Orlando, Florida that the City of Orlando supports the Application for High Speed Intercity Passenger Rail Track 1 funding by the Florida Department of Transportation; for funding of right of way acquisition for the 61-mile rail corridor which will facilitate intercity rail travel; and

AND BE IT FURTHER RESOLVED that the City of Orlando encourages Mayor Buddy Dyer, as Chairman of the Central Florida Commuter Rail Commission, to work in concert with all regional funding partners along with the Florida Department of Transportation to help secure a High-Speed Intercity Passenger Rail System which will connect Tampa Bay to Orlando and ultimately to Miami.

PASSED AND APPROVED by the City Council of the City of Orlando, Florida this 13 day of August, 2009.

CITY OF ORLANDO

MAYOR

ATTEST:

CITY CLERK

RESOLUTION NO.

A RESOLUTION OF THE CITY OF ORLANDO, FLORIDA, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING AMTRAK SERVICE BETWEEN JACKSONVILLE AND MIAMI ON FLORIDA'S EAST COAST RAILROAD THROUGH THE HIGH SPEED INTERCITY RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a new vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, improved passenger rail from Jacksonville to Miami will connect to South Florida's Tri-Rail system and will become an integral part of Florida's balanced transportation system; and

WHEREAS, concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, passenger service on the Florida East Coast corridor between Jacksonville and Miami was discontinued in 1968; and

WHEREAS, the City of Orlando is committed to championing a multi-modal transportation systems throughout all of Florida that will contribute significantly to enhancing the vitality, quality of life for all those who visit and live in Florida; and

City Council Meeting: 8.10.09
Item: J-2 Documentary: 0908102T02

Resolution No.

WHEREAS, improving passenger rail between Jacksonville and Miami will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Orlando, Florida that the City of Orlando supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program for the Florida East Coast service.

PASSED AND APPROVED by the City Council of the City of Orlando, Florida this ____ day of _____, 2009.

CITY OF ORLANDO

MAYOR PROTEM

ATTEST:

ASST. **CITY CLERK**

MARTIN COUNTY
BOARD OF COUNTY COMMISSIONERS
2401 S.E. MONTEREY ROAD • STUART, FL 34996

Telephone: 772-288-5495
Fax: 772-288-5960
Email: creeder@martin.fl.us

DOUG SMITH
Commissioner, District 1

SUSAN L. VALLIERE
Commissioner, District 2

PATRICK HAYES
Commissioner, District 3

SARAH HEARD
Commissioner, District 4

EDWARD CIAMPI
Commissioner, District 5

TARYN KRYZDA
Acting County Administrator

STEPHEN FRY
County Attorney

July 29, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee FL 32399-0001

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee FL 32399-0450

RE: Resolution of Support by Countywide Redevelopment Advisory Committee To Include the Intercity Rail Component of the FEC Corridor Project In Florida's Economic Stimulus Plan

Dear Governor Crist and Secretary Kopelousos,

The Countywide Community Redevelopment Advisory Committee to Martin County's Community Redevelopment Agency strongly supports including the Intercity Rail Component of the FEC Corridor Project in Florida's Economic Stimulus Plan. We are excited by this effort to bring AMTRAK passenger rail service to existing FEC rail lines in coastal Martin County. This project would improve access to and from our redevelopment areas, boosting our economy and increasing choices and quality of life for our residents.

Ours is a citizens' committee, with representatives from seven CRA areas in unincorporated Martin County. The FEC rail line runs through or beside 5 of the 7 areas. All seven areas could benefit from a passenger rail stop in Stuart, which is part of the Intercity Rail Component. Specifically:

1. This project would better connect Martin County's coastal areas to the rest of Florida's east coast and beyond.
2. The use of existing FEC rail lines would provide alternatives to widening roads and would support CRA efforts to make these areas more pedestrian- and bicycle-friendly.
3. The track record of stable to increasing property values near rail stations would support our long-term economic redevelopment goals.

TELEPHONE
772-288-5434

WEB ADDRESS
http://www.martin.fl.us

4. As part of a well-planned multi-modal transportation system, this passenger rail service would improve access to international airports, commuter rail services, and future high-speed rail facilities.
5. As longtime population hubs, our redevelopment areas are ideal locations for passenger rail service within a regional mass transit system.
6. Improved access to our area would help the economic revitalization efforts of our adopted Community Redevelopment Plans. Rail service plus our proximity to the Atlantic Ocean, Intracoastal Waterway, and St. Lucie Estuary would attract more customers to waterfront, tourism, and other small businesses.
7. Improved access would provide our residents with more choices for employment, travel, and shopping.
8. We support sustainable transportation options, those which Reduce Carbon Emissions and provide Green Sustainability.
9. The Martin County Comprehensive Plan makes a multimodal transportation system a goal for our Community Redevelopment Areas. The FEC option would dovetail nicely with our other transportation efforts.

We welcome the opportunity to connect to one of the most robust passenger rail lines in the Country. Please include the Intercity Rail Component of the FEC Corridor Project in Florida's economic stimulus proposal for American Recovery and Reinvestment dollars.

Sincerely,

John Hennessee, Chair
(Martin) Countywide Community Redevelopment Advisory Committee

JH:cr

cc: Martin County Community Redevelopment Agency Board
Martin County Metropolitan Planning Organization
Treasure Coast Regional Planning Council

GREAT ESCAPES
MARTIN COUNTY
ON FLORIDA'S TREASURE COAST

RESOLUTION 09- May 6th, 2009

A RESOLUTION OF THE MARTIN COUNTY CONVENTION & VISITORS BUREAU REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like **Stuart / Martin County**; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in **Stuart / Martin County** and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Martin County Convention & Vistiors Bureau requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 6th day of May 2009.

Attest:

Gary Guertin CVB Chairman

Rozeta Mahboubi Executive Director

RESOLUTION NO. 09 -05.34

[A RESOLUTION BY THE BOARD OF COUNTY COMMISSIONERS OF MARTIN COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CHARLIE CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY STEPHANIE C. KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FLORIDA EAST COAST RAILWAY CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FERDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.]

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

Now, therefore, be it resolved by the Martin County Board of County Commissioners that:
Martin County requests the assistance of Governor Crist and the FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

DULY PASSED AND ADOPTED this 19th day of May, 2009.

ATTEST:

MARSHA EWING, CLERK

BOARD OF COUNTY COMMISSIONERS
MARTIN COUNTY, FLORIDA

SUSAN VALLIERE, CHAIRMAN

APPROVED AS TO FORM AND CORRECTNESS:

STEPHEN FRY, COUNTY ATTORNEY

RESOLUTION

A RESOLUTION OF THE MARTIN COUNTY TOURIST DEVELOPMENT COUNCIL REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Jensen Beach, Stuart, Port Salerno, and Hobe Sound; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Jensen Beach, Stuart, Port Salerno, and Hobe Sound and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Martin County Tourist Development Council requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 10 day of June 2009.

TDC Members:

Attest: Wendy Gobin - Tourism Coordinat TDC Office

TDC Members:

Bernard H. Mahoney

Sharon Glenn

Marilyn R. Mulle

Robyn Mendez

Josh

RESOLUTION NO. 3060

A RESOLUTION OF THE CITY OF MELBOURNE, BREVARD COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE; AND PROVIDING FOR ADOPTION.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's East Coast, traversing or providing rail connections to urban areas like Melbourne; and

WHEREAS, Florida's East Coast historically developed around train stations along the FEC Railroad; and

WHEREAS, local governments and the private sector along Florida's East Coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Melbourne and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida East Coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's East Coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's East Coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal Economic Stimulus Package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Act; and

WHEREAS, former work by Amtrak and Florida Department of Transportation includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

BE IT RESOLVED BY THE CITY OF MELBOURNE, FLORIDA:

SECTION 1. That the City of Melbourne requests the assistance of Governor Crist and Florida Department of Transportation Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal Economic Stimulus Package for the State of Florida.

SECTION 2. That the City Manager is authorized and directed to forward a copy of this resolution to Governor Crist and Florida Department of Transportation Secretary Kopelousos.

SECTION 3. That this resolution shall become effective immediately upon its adoption in accordance with the Charter of the City of Melbourne.

SECTION 4. That this resolution was duly adopted at a regular meeting of the City Council on the 12th day of May, 2009.

BY: _____
Harry C. Goode, Jr., Mayor

ATTEST:

_____
Cathleen A. Wysor, City Clerk

Resolution No. 3060

APPROVED BY
METROPLAN ORLANDO
L Gallein 8/12/09

METROPLAN
ORLANDO
A Regional Transportation Partnership

RESOLUTION NO. 09-20

SUBJECT:

SUPPORT FOR FLORIDA EAST COAST AMTRAK SERVICE THROUGH THE FEDERAL HIGH SPEED RAIL PROGRAM

WHEREAS, alternative forms of passenger transportation must be provided at the local, regional, statewide and national levels to provide for a sustainable future; and

WHEREAS, there is currently a lack of transportation alternatives for intercity travel in the State of Florida and it is not practical to plan for sufficient highway capacity alone to serve the current and expected demand for intercity travel; and

WHEREAS, improving intercity passenger service in the State of Florida is consistent with plans developed by the Florida Department of Transportation and the metropolitan planning organizations serving Central Florida, including METROPLAN ORLANDO; and

WHEREAS, passenger rail service between Jacksonville and South Florida along Florida's east coast was discontinued in 1968 leaving Flagler, Volusia, Brevard, Indian River, St. Lucie and Martin Counties without any form of passenger rail service; and

WHEREAS, the Space Coast Transportation Planning Organization (serving Brevard County) is among the many entities that has made restoring passenger rail service along Florida's east coast a top priority; and

WHEREAS, METROPLAN ORLANDO recognizes that the benefits of projects of this nature extend beyond the immediate communities that are served resulting in a stronger region, a stronger state and a stronger nation; and

WHEREAS, the American Recovery and Reinvestment Act of 2009 provides federal funding for the development of high speed rail projects throughout the nation and the start-up of Amtrak passenger service between Jacksonville and South Florida in cooperation with the Florida East Coast Railway is considered to be an eligible project; and

WHEREAS, the Florida Department of Transportation has filed a pre-application for American Recovery and Reinvestment Act funding to provide long distance passenger service along Florida's east coast by making route and operational improvements to the existing railroad, building eight new stations and acquiring the necessary rolling stock;

NOW, THEREFORE, BE IT RESOLVED that METROPLAN ORLANDO fully supports the application filed by the Florida Department of Transportation for American Recovery and Reinvestment Act funding to restore rail passenger service between Jacksonville and South Florida; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO encourages the members of Florida's Congressional delegation to fully support the state's grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the restoration of Amtrak service along Florida's east coast.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12th day of August 2009.

CERTIFICATE

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.

Honorable John Quinones
Board Chairman

Attest:

Lena Tolliver
Recording Secretary

APPROVED BY
METROPLAN ORLANDO
8-12-09 L Fallon

METROPLAN
ORLANDO
A Regional Transportation Partnership

RESOLUTION NO. 09-19

SUBJECT:

SUPPORT FOR ACQUIRING THE CENTRAL FLORIDA RAIL CORRIDOR THROUGH THE FEDERAL HIGH SPEED RAIL PROGRAM

WHEREAS, alternative forms of passenger transportation must be provided at the local, regional and statewide levels to provide for a sustainable future for the State of Florida; and

WHEREAS, the METROPLAN ORLANDO Board is committed to providing a balanced transportation system in Central Florida through its adopted Long Range Transportation Plan; and

WHEREAS, the Central Florida Rail Corridor currently owned by CSX Transportation provides an extraordinary opportunity to provide both rail passenger and freight services through Central Florida; and

WHEREAS, the Florida Department of Transportation has reached agreement with CSX Transportation to purchase the "A" line between DeLand in Volusia County and Poinciana in Osceola County for the purpose of initiating the SunRail commuter rail service, improving the freight distribution network and reducing highway traffic delays during peak periods; and

WHEREAS, our adopted Regional Transit System Concept Vision Plan provides for the SunRail commuter rail project planned to be the first component of a larger regional rail transit system that will include intercity high speed passenger rail, additional commuter rail services and light rail transit service; and

WHEREAS, a regional rail transit system is considered to be essential to provide for regional mobility, to promote economic development and to comply with federal air quality standards and the ambitious goals established by Governor Crist's Energy and Climate Change Action Plan; and

WHEREAS, the American Recovery and Reinvestment Act of 2009 provides federal funding for the development of high speed rail projects throughout the nation and the acquisition of the Central Florida corridor is considered to be an eligible project; and

WHEREAS, the Florida Department of Transportation has filed a pre-application for American Recovery and Reinvestment Act funding to acquire the Central Florida Rail Corridor;

NOW, THEREFORE, BE IT RESOLVED that METROPLAN ORLANDO fully supports the application filed by the Florida Department of Transportation for American Recovery and Reinvestment Act funding to acquire the Central Florida Corridor; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO encourages the members of Florida's Congressional delegation to fully support the state's grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the Central Florida Corridor based on the work that has been accomplished to date and its potential to serve as the spine of a larger regional rail transit system.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12th day of August 2009.

CERTIFICATE

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.

Honorable John Quinones
Board Chairman

Attest:

Lena Tolliver
Recording Secretary

APPROVED BY
METROPLAN ORLANDO
L Gallein 8/12/09

METROPLAN
ORLANDO
A Regional Transportation Partnership

RESOLUTION NO. 09-20

SUBJECT:

SUPPORT FOR FLORIDA EAST COAST AMTRAK SERVICE THROUGH THE FEDERAL HIGH SPEED RAIL PROGRAM

WHEREAS, alternative forms of passenger transportation must be provided at the local, regional, statewide and national levels to provide for a sustainable future; and

WHEREAS, there is currently a lack of transportation alternatives for intercity travel in the State of Florida and it is not practical to plan for sufficient highway capacity alone to serve the current and expected demand for intercity travel; and

WHEREAS, improving intercity passenger service in the State of Florida is consistent with plans developed by the Florida Department of Transportation and the metropolitan planning organizations serving Central Florida, including METROPLAN ORLANDO; and

WHEREAS, passenger rail service between Jacksonville and South Florida along Florida's east coast was discontinued in 1968 leaving Flagler, Volusia, Brevard, Indian River, St. Lucie and Martin Counties without any form of passenger rail service; and

WHEREAS, the Space Coast Transportation Planning Organization (serving Brevard County) is among the many entities that has made restoring passenger rail service along Florida's east coast a top priority; and

WHEREAS, METROPLAN ORLANDO recognizes that the benefits of projects of this nature extend beyond the immediate communities that are served resulting in a stronger region, a stronger state and a stronger nation; and

WHEREAS, the American Recovery and Reinvestment Act of 2009 provides federal funding for the development of high speed rail projects throughout the nation and the start-up of Amtrak passenger service between Jacksonville and South Florida in cooperation with the Florida East Coast Railway is considered to be an eligible project; and

WHEREAS, the Florida Department of Transportation has filed a pre-application for American Recovery and Reinvestment Act funding to provide long distance passenger service along Florida's east coast by making route and operational improvements to the existing railroad, building eight new stations and acquiring the necessary rolling stock;

NOW, THEREFORE, BE IT RESOLVED that METROPLAN ORLANDO fully supports the application filed by the Florida Department of Transportation for American Recovery and Reinvestment Act funding to restore rail passenger service between Jacksonville and South Florida; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO encourages the members of Florida's Congressional delegation to fully support the state's grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the restoration of Amtrak service along Florida's east coast.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12th day of August 2009.

CERTIFICATE

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.

Honorable John Quinones
Board Chairman

Attest:

Lena Tolliver
Recording Secretary

APPROVED BY
METROPLAN ORLANDO
L Tullin 8/12/09

METROPLAN
ORLANDO
A Regional Transportation Partnership

RESOLUTION NO. 09-18

SUBJECT:

SUPPORT FOR THE FLORIDA HIGH SPEED RAIL PROJECT

WHEREAS, alternative forms of passenger transportation must be provided at the local, regional and statewide levels to provide for a sustainable future for the State of Florida; and

WHEREAS, travel demand between Florida's major metropolitan areas is rapidly growing and expected to continue to increase; and

WHEREAS, there is currently a lack of transportation alternatives for intercity travel in the State of Florida and it is not practical to plan for sufficient highway capacity alone to serve the current and expected demand for intercity travel; and

WHEREAS, the Florida high speed rail project holds the promise of connecting Florida's urban centers and will transform our state, much like what was done by the interstate highway system and Florida's Turnpike; and

WHEREAS, the Orlando metropolitan area is in an ideal position to serve as the hub for a statewide high speed rail system and this opportunity is included in the region's Transit System Vision Concept Plan; and

WHEREAS, $13 million was invested during 2001-2004 in planning for an innovative public-private partnership to develop a statewide high speed rail project in the State of Florida; and

WHEREAS, one of the products of this work was the Final Environmental Impact Statement (FEIS) for the Orlando-to-Tampa project which was approved by the Federal Railroad Administration in July 2005; and

WHEREAS, an additional $4 million in federal funds was earmarked by Congress in 2004 with the help of Senator Bill Nelson and Congressman Adam Putnam for advancing the development of a high speed rail network in the State of Florida; and

WHEREAS, the Passenger Rail Investment and Improvement Act that was approved by Congress and President Bush in 2008 provided some initial federal funding for the development of a competitive national high speed rail program; and

WHEREAS, the American Recovery and Reinvestment Act that was approved by Congress and President Obama in 2009 provided an additional $8 billion in federal funding for the development of a national high speed rail program and the President has pledged to continue with a grant program that will provide an additional $1 billion a year; and

WHEREAS, the United States Department of Transportation has designated 10 prospective high speed rail corridors in the nation – one of which is the Tampa-Orlando-Miami corridor – and this was reaffirmed in the national High Speed Rail Strategic Plan that was published in April 2009; and

WHEREAS, the United States Department of Transportation has issued guidance and is soliciting applications for grant funding to develop a number of high speed rail projects in the nation; and

WHEREAS, the visionary work that was done over the past eight years on the Florida high speed rail project puts Florida in the enviable position of being the most "shovel-ready" of any new high speed rail project in the nation;

NOW, THEREFORE, BE IT RESOLVED that METROPLAN ORLANDO applauds Governor Crist and the Florida Department of Transportation for continuing with the development of the Florida high speed rail project and filing the pre-application with the United States Department of Transportation for grant funding for the construction of the Orlando-Tampa segment and for the additional planning work that needs to be done for the Orlando-Miami segment; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO goes on record as enthusiastically supporting the development of the Florida high speed rail project to improve our statewide transportation system and enhance the state's economic development potential while protecting our environment; and

BE IT FUTHER RESOLVED that METROPLAN ORLANDO encourages the members of Florida's Congressional delegation to fully support the state's grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the Florida high speed rail project based on the work that has been accomplished to date, its readiness to proceed into construction and the potential it has for serving as a national model for effective intercity travel; and

BE IT FURTHER RESOLVED that if federal funding is made available, the project will be incorporated in METROPLAN ORLANDO's Year 2030 Long Range Transportation Plan and we commit to providing complementary projects to ensure its success.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12th day of August 2009.

CERTIFICATE

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.

Honorable John Quiñones
Board Chairman

Attest:

Lena Tolliver
Recording Secretary

North Florida TPO
Transportation Planning Organization
PLAN · FUND · MOBILIZE

RESOLUTION 2008 – 18
NORTH FLORIDA TPO SUPPORTS AMTRAK SERVICE USING THE FLORIDA EAST COAST RAILWAY

WHEREAS, the North Florida Transportation Planning Organization (North Florida TPO) is the lead transportation planning agency for Clay, Duval, Nassau and St. Johns Counties; and

WHEREAS, the North Florida TPO believes that a strong intercity rail passenger system is vital to America; and

WHEREAS, Amtrak offers passenger service from Jacksonville to Miami on its Silver Star and Silver Meteor trains using routes that are long and not the most direct; and

WHEREAS, while Amtrak set record ridership numbers in 2007, the Southeast is one of the most underserved regions in the country when it comes to rail; and

WHEREAS, Amtrak service in Florida could expand using the quicker route over the Florida East Coast (FEC) Railway allowing for stops in cities like St. Augustine, Daytona Beach, Fort Pierce, West Palm Beach and Ft. Lauderdale; and

WHEREAS, passenger service on the FEC ended in 1968 and Amtrak has discussed the possibility of using the lines, the last time in 2001-2002; and

WHEREAS, Amtrak, the Florida Department of Transportation (FDOT) and the Florida East Coast Railway would form a partnership to further discuss the possibility of Amtrak service over the FEC, identify the associated improvement costs and funding options;

NOW, THEREFORE, BE IT RESOLVED that the North Florida Transportation Planning Organization strongly encourages and endorses a feasibility study among Amtrak, FDOT and the FEC to examine the viability of passenger rail service over the FEC and that a dialogue resume at the earliest possible time.

Adopted by the North Florida TPO in regular meeting assembled in the City of Jacksonville the 13th day of November 2008.

ATTEST:

The Honorable Art Graham, Chairman

Denise Bunnewith, Executive Director

RECEIVED
APR 14 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

RESOLUTION 2009-30

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF NORTH PALM BEACH, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the Village of North Palm Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Village of North Palm Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) in an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF NORTH PALM BEACH, FLORIDA as follows:

Section 1. The Village Council of the Village of North Palm Beach hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED THIS 9th DAY OF APRIL, 2009

(Village Seal)

MAYOR

ATTEST:

Melissa Teal

VILLAGE CLERK

Resolution

Northeast Florida Regional Council

2009-05

Requesting

GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's East Coast, traversing or providing rail connections to urban areas in Northeast Florida; and

WHEREAS, Florida's East Coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's East Coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Northeast Florida and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's East Coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's East Coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's East Coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

Resolution

Northeast Florida Regional Council

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville / Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Northeast Florida Regional Council requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak / FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Adopted by the Northeast Florida Regional Council in a regular meeting assembled in the City of Jacksonville, this second day of July 2009.

The Honorable Michael H. Boyle
President

Brian D. Teeple
CEO

TOWN OF OCEAN RIDGE, FLORIDA

RESOLUTION NO. 2009-03

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF OCEAN RIDGE, FLORIDA, ELECTING A MAYOR FOR THE TOWN OF OCEAN RIDGE, FLORIDA.

WHEREAS, the Municipal election in the Town of Ocean Ridge, Florida, was held February 10, 2009, and

WHEREAS, the Town Charter requires that a Mayor be selected from among its members by the Town Commission, and

WHEREAS, the Town Charter further requires that the Mayor be selected at the first regular meeting following the Town Election,

NOW, THEREFORE, BE IT RESOLVED THAT Kenneth Kaleel is hereby elected Mayor of the Town of Ocean Ridge, Florida, to hold office until the first Regular Commission meeting following the Town Election of 2010.

Passed and adopted in regular session assembled this 2nd day of March, 2009.

Mayor

ATTEST:

Town Clerk

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
AUG 1 1 2009 NPBS

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding

SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING AMTRAK SERVICE BETWEEN JACKSONVILLE AND MIAMI ON FLORIDA'S EAST COAST RAILROAD THROUGH THE HIGH SPEED INTERCITY RAIL PROGRAM

Resolution No. 2009-M-35

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, improved passenger rail from Jacksonville to Miami will connect to South Florida's Tri-Rail system and will become an integral part of Florida's balanced transportation system; and

WHEREAS, concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, passenger service on the Florida East Coast corridor between Jacksonville and Miami was discontinued in 1968; and

WHEREAS, Orange County is committed to championing a multi-modal transportation system which will significantly enhance the quality of life and economic vitality of the Central Florida Region; and

WHEREAS, improving passenger rail between Jacksonville and Miami will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide greenhouse gas emissions.

NOW, THEREFORE, Be it Resolved by the Board of County Commissioners of Orange County, Florida that:

Section 1. The Orange County Board of County Commissioners supports the Florida Department of Transportation's application for Track 2 funding within the American Recovery and Reinvestment Act of 2009 High Speed Intercity Passenger Rail Program for passenger service between Jacksonville and Miami on Florida's East Coast Railroad.

ADOPTED THIS 11th DAY OF AUGUST, 2009.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: David C. Heath for
Richard T. Crotty
Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller
As Clerk of the Board of County Commissioners

By: Kathleen C. Frison
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS • ORANGE COUNTY FLORIDA •

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
AUG 1 1 2009 Nples

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding

SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 1 APPLICATION FOR FUNDING THE CENTRAL FLORIDA RAIL PASSENGER CORRIDOR THROUGH THE HIGH SPEED INTERCITY PASSENGER RAIL PROGRAM

Resolution No. 2009-M-34

WHEREAS, an unprecedented spirit of cooperation and partnership brought Orange County, Seminole County, Volusia County, Osceola County, the City of Orlando, MetroPlan Orlando, the Florida Department of Transportation (FDOT), the Central Florida Regional Transportation Authority (LYNX), and numerous community organizations together in support of Passenger Rail in Central Florida; and

WHEREAS, FDOT has reached agreement with CSX Transportation providing for the acquisition of the CSXT's A-Line between Milepost A749.7 near DeLand and A814.1 near Poinciana, a distance of approximately 61.5 miles for the use of the Commuter Rail Project and improvements to all passenger rail in the corridor; and

WHEREAS, FDOT is in process of finalizing the design, permitting and construction of Central Florida's Commuter Rail Project known as SUNRAIL; and

WHEREAS, implementation of the improved rail access to SUNRAIL, Florida's High Speed Rail and future Light Rail Transit Projects in Central Florida will result in environmental benefits, improve the quality of life in the state, stimulate economic growth, create new employment options, and serve as a positive growth management catalyst; and

WHEREAS, improvements to passenger rail will greatly benefit all of the citizens of and visitors to the Central Florida region, and is needed in order to relieve traffic congestion, provide transportation opportunities, and provide relief for I-4 traffic during its reconstruction; and

WHEREAS, Central Florida communities have been working for decades to create a balanced transportation system which, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices continue to rise and new federal air quality standards for ozone put Central Florida at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, the President of the United States, Barack Obama; the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Central Florida Commuter Rail Project will support the efforts of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide greenhouse gas emissions;

NOW, THEREFORE, Be it Resolved by the Board of County Commissioners of Orange County, Florida that:

Section 1. The Orange County Board of County Commissioners supports the Application for High Speed Intercity Passenger Rail Track 1 funding by the Florida Department of Transportation; for funding of right-of-way acquisition for the 61-mile rail corridor which will facilitate intercity rail travel.

ADOPTED THIS 11th DAY OF AUGUST, 2009.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: David C. Heath for
Richard T. Crotty
Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller
As Clerk of the Board of County Commissioners

By: Helen C. Johnson
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS · ORANGE COUNTY FLORIDA ·

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
AUG 11 2009 NPBS

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding

SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING AMTRAK SERVICE BETWEEN JACKSONVILLE AND MIAMI ON FLORIDA'S EAST COAST RAILROAD THROUGH THE HIGH SPEED INTERCITY RAIL PROGRAM

Resolution No. 2009-M-35

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, improved passenger rail from Jacksonville to Miami will connect to South Florida's Tri-Rail system and will become an integral part of Florida's balanced transportation system; and

WHEREAS, concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, passenger service on the Florida East Coast corridor between Jacksonville and Miami was discontinued in 1968; and

WHEREAS, Orange County is committed to championing a multi-modal transportation system which will significantly enhance the quality of life and economic vitality of the Central Florida Region; and

WHEREAS, improving passenger rail between Jacksonville and Miami will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide greenhouse gas emissions.

NOW, THEREFORE, Be it Resolved by the Board of County Commissioners of Orange County, Florida that:

Section 1. The Orange County Board of County Commissioners supports the Florida Department of Transportation's application for Track 2 funding within the American Recovery and Reinvestment Act of 2009 High Speed Intercity Passenger Rail Program for passenger service between Jacksonville and Miami on Florida's East Coast Railroad.

ADOPTED THIS 11th DAY OF AUGUST, 2009.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: David C. Heath for
Richard T. Crotty
Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller
As Clerk of the Board of County Commissioners

By: Helen C. Thomson
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS • ORANGE COUNTY FLORIDA •

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
AUG 1 1 2009 NP/BS

RESOLUTION

of the

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding

SUPPORT FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM

Resolution No. 2009-M-36

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained most of the right-of-way for ninety percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, Orange County is committed to championing a multi-modal transportation system which will significantly enhance the quality of life and economic vitality of the Central Florida Region; and

WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, a High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide greenhouse gas emissions.

NOW, THEREFORE, Be it Resolved by the Board of County Commissioners of Orange County, Florida that:

Section 1. The Orange County Board of County Commissioners supports the Florida High Speed Rail Program for Track 2 funding within the American Recovery and Reinvestment Act of 2009 High Speed Intercity Passenger Rail Program.

ADOPTED THIS 11th DAY OF AUGUST, 2009.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: _____
Richard T. Crotty
Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller
As Clerk of the Board of County Commissioners

By: _____
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS • ORANGE COUNTY FLORIDA •

RESOLUTION NO. 09-068R

A RESOLUTION OF THE OSCEOLA COUNTY BOARD OF COUNTY COMMISSIONERS, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING AMTRAK SERVICE BETWEEN JACKSONVILLE AND MIAMI ON FLORIDA'S EAST COAST RAILROAD THROUGH THE HIGH SPEED INTERCITY RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a new vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, improved passenger rail from Jacksonville to Miami will connect to South Florida's Tri-Rail system, and will become an integral part of Florida's balanced transportation system; and

WHEREAS, concurrent development of improvements to other passenger rail and bus transit will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, passenger service on the Florida East Coast corridor between Jacksonville and Miami was discontinued in 1968; and

WHEREAS, Osceola County is committed to championing a multi-modal transportation system throughout all of Florida, that will contribute significantly to enhancing the vitality and quality of life for all those who visit and live in Florida; and

WHEREAS, improving passenger rail between Jacksonville and Miami will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the Osceola County Board of County Commissioners, that Osceola County supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program for the Florida East Coast service.

PASSED AND ADOPTED by the Osceola County Board of County Commissioners, this 17th day of August, 2009.

OSCEOLA COUNTY BOARD
OF COUNTY COMMISSIONERS

By: _____
Chairman/Vice-Chairman

ATTEST:

Paula J Carpenter
CLERK/DEPUTY CLERK

8/18/09 Chairman

RESOLUTION NO. 09-066R

A RESOLUTION OF THE OSCEOLA COUNTY BOARD OF COUNTY COMMISSIONERS, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION APPLICATION FOR FUNDING THE CENTRAL FLORIDA RAIL PASSENGER CORRIDOR THROUGH THE HIGH SPEED INTERCITY PASSENGER RAIL PROGRAM.

WHEREAS, an unprecedented spirit of cooperation and partnership brought the City of Orlando, Orange County, Seminole County, Volusia County, Osceola County, the Central Florida Partnership, the Metro Orlando Economic Development Commission, MetroPlan Orlando and the Florida Department of Transportation (FDOT) together, in support of Passenger Rail in Central Florida; and

WHEREAS, FDOT has reached agreement with CSX Transportation providing for the acquisition of the CSXT's A-Line between Milepost A749.7 near DeLand and A814.1 near Poinciana, a distance of approximately 61.5 miles, for the use of the Commuter Rail Project and improvements to all passenger rail in the corridor; and

WHEREAS, FDOT is in the process of finalizing the design, permitting and construction of Central Florida's Commuter Rail Project known as SUNRAIL; and

WHEREAS, implementation of the improved rail access to SUNRAIL, Florida's High Speed Rail and future Light Rail Transit Projects in Central Florida will result in environmental benefits, improve the quality of life in the state, stimulate economic growth, create new employment options and serve as a positive growth management catalyst; and

WHEREAS, improvements to passenger rail will greatly benefit all of the citizens of and visitors to the Central Florida region, and is needed in order to relieve traffic congestion, provide transportation opportunities, and provide a relief for I-4 traffic during its reconstruction; and

WHEREAS, Central Florida Communities have been working for decades to create a balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices continue to rise, and new federal air quality

standards for ozone put Central Florida at risk of being declared a non-attainment area, which could result in sanctions being imposed; and

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Central Florida Commuter Rail Project will support the efforts of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions;

NOW THEREFORE, BE IT RESOLVED by the Osceola County Board of County Commissioners, that Osceola County supports the Application for High Speed Intercity Passenger Rail Track 1 funding by the Florida Department of Transportation; for funding of right of way acquisition for the 61-mile rail corridor which will facilitate intercity rail travel; and

BE IT FURTHER RESOLVED, that Osceola County encourages the Central Florida Commuter Rail Commission to work in concert with all regional funding partners, along with the Florida Department of Transportation, to help secure a High-Speed Intercity Passenger Rail System which will connect Tampa Bay to Orlando and ultimately to Miami.

PASSED AND ADOPTED by the Osceola County Board of County Commissioners this 17th day of August, 2009.

OSCEOLA COUNTY BOARD
OF COUNTY COMMISSIONERS

By: _____
Chairman/Vice-Chairman

ATTEST:

Paula J. Carpenter

CLERK/DEPUTY CLERK

5/18/09

RESOLUTION NO. 09-067R

A RESOLUTION OF THE OSCEOLA COUNTY BOARD OF COUNTY COMMISSIONERS, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami, will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained the Right of Way for 90 percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, Osceola County is committed to championing a multi-modal transportation system which will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project, and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the Osceola County Board of County Commissioners, that Osceola County supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program.

PASSED AND ADOPTED by the Osceola County Board of County Commissioners, this 17th day of August, 2009.

OSCEOLA COUNTY BOARD
OF COUNTY COMMISSIONERS

By: _____
Chairman/Vice-Chairman

ATTEST:

_____
CLERK/DEPUTY CLERK

8/18/09

RESOLUTION NO. 09-068R

A RESOLUTION OF THE OSCEOLA COUNTY BOARD OF COUNTY COMMISSIONERS, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING AMTRAK SERVICE BETWEEN JACKSONVILLE AND MIAMI ON FLORIDA'S EAST COAST RAILROAD THROUGH THE HIGH SPEED INTERCITY RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a new vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, improved passenger rail from Jacksonville to Miami will connect to South Florida's Tri-Rail system, and will become an integral part of Florida's balanced transportation system; and

WHEREAS, concurrent development of improvements to other passenger rail and bus transit will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, passenger service on the Florida East Coast corridor between Jacksonville and Miami was discontinued in 1968; and

WHEREAS, Osceola County is committed to championing a multi-modal transportation system throughout all of Florida, that will contribute significantly to enhancing the vitality and quality of life for all those who visit and live in Florida; and

WHEREAS, improving passenger rail between Jacksonville and Miami will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the Osceola County Board of County Commissioners, that Osceola County supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program for the Florida East Coast service.

PASSED AND ADOPTED by the Osceola County Board of County Commissioners, this 17th day of August, 2009.

OSCEOLA COUNTY BOARD
OF COUNTY COMMISSIONERS

By:_____
Chairman/Vice-Chairman

ATTEST:

Paula J Carpenter
CLERK/DEPUTY CLERK

8/18/09 Chairman

RESOLUTION NO. 2009-01

A RESOLUTION OF THE BAYFRONT COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF PALM BAY, BREVARD COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas throughout the 326 mile long corridor; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad including the City of Palm Bay; and

WHEREAS, improved mobility is highly desired along Florida's east coast and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the population along Florida's east coast to be served by the project is estimated at 8.3 million; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSIONERS OF THE BAYFRONT COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF PALM BAY, BREVARD COUNTY, FLORIDA, AS FOLLOWS:

SECTION 1. The Bayfront Community Redevelopment Agency of the City of Palm Bay requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. This resolution shall take effect immediately upon the enactment date.

This resolution was duly enacted at Meeting No. 2009-07, of the Bayfront Community Redevelopment Agency of the City of Palm Bay, Brevard County, Florida, on July 14, 2009.

Michael McGarry, CHAIRPERSON

ATTEST:

Carol Gerundo, SECRETARY

cc: 7-15-2009 L. Feldman, City Manager
S. Hann, Deputy City Manager
A. Passmore, City Clerk

P.O. Box 1989
West Palm Beach, FL 33402-1989
(561) 355-2001
FAX: (561) 355-3990
www.pbcgov.com

Palm Beach County Board of County Commissioners

Jeff Koons, Chairman

Burt Aaronson, Vice Chairman

Karen T. Marcus

Shelley Vana

Steven L. Abrams

Jess R. Santamaria

District 7

County Administrator

Robert Weisman

Palm Beach County 1909-2009 CENTENNIAL CELEBRATION

"An Equal Opportunity Affirmative Action Employer"

Official Electronic Letterhead

July 1, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear ~~Governor~~ Crist: Charlie

I am writing to express the strong support of the Overall Economic Development Program (OEDP) Committee on June 4, 2009 regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Palm Beach County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Palm Beach County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Overall Economic Development Program (OEDP) Committee resoundingly requests your office to prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping to secure this important investment in Florida's sustainable future.

Sincerely,

Commissioner Jeff Koons
Chairman

c: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

P.O. Box 1989
West Palm Beach, FL 33402-1989
(561) 355-2001
FAX: (561) 355-3990
www.pbcgov.com

Palm Beach County Board of County Commissioners

Jeff Koons, Chairman

Burt Aaronson, Vice Chairman

Karen T. Marcus

Shelley Vana

Steven L. Abrams

Jess R. Santamaria

District 7

County Administrator

Robert Weisman

Palm Beach County 1909-2009 CENTENNIAL CELEBRATION

"An Equal Opportunity Affirmative Action Employer"

Official Electronic Letterhead

July 1, 2009

Ms. Stephanie C. Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Secretary ~~Kopelousos~~: Stephanie

I am writing to express the strong support of the Palm Beach County Overall Economic Development Program (OEDP) Committee on June 4th 2009 regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Palm Beach County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Palm Beach County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Overall Economic Development Program (OEDP) Committee resoundingly requests your office to prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping to secure this important investment in Florida's sustainable future.

Sincerely,

Jeff

Commissioner Jeff Koons
Chairman

c: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

RESOLUTION 54, 2009

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND THE FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's East Coast, traversing or providing rail connections to urban areas like Palm Beach County; and

WHEREAS, Florida's East Coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's East Coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach Gardens and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's East Coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's East Coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's East Coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor; and

WHEREAS, the City Council has deemed approval of this Resolution to be in the best interest of the citizens and residents of the City of Palm Beach Gardens.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA that:

SECTION 1. The foregoing recitals are hereby affirmed and ratified.

SECTION 2. The City Council requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 3. This Resolution shall become effective immediately upon adoption.

(The remainder of this page left intentionally blank)

PASSED AND ADOPTED this 4TH day of June, 2009.

CITY OF PALM BEACH GARDENS, FLORIDA

BY: _____
Joseph R. Russo, Mayor

ATTEST:

BY: _____
Patricia Snider, CMC, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

BY: _____
R. Max Lohman, City Attorney

VOTE:	**AYE**	**NAY**	**ABSENT**
MAYOR RUSSO	✓		
VICE MAYOR LEVY	✓		
COUNCILMEMBER JABLIN	✓		
COUNCILMEMBER BARNETT	✓		
COUNCILMEMBER PREMUROSO	✓		

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RESOLUTION 09-0960

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Palm Beach County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that this Board:

Section 1. Requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The foregoing Resolution was offered by Commissioner Vana who moved for its adoption. The motion was seconded by Commissioner Burt Aaronson and upon being put to vote, the motion passed as follows:

Commissioner John F. Koons, Chairman	Aye
Commissioner Burt Aaronson, Vice Chairman	Aye
Commissioner Karen T. Marcus	Aye
Commissioner Shelley Vana	Aye
Commissioner Steven L. Abrams	Aye
Commissioner Jess R. Santamaria	Aye
Vacant	

The Chairman thereupon declared the Resolution duly passed and adopted this 16th day of June, 2009.

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: _____
Assistant County Attorney

PALM BEACH COUNTY, FLORIDA,
BY ITS BOARD OF COUNTY COMMISSIONERS
SHARON R. BOCK, CLERK & COMPTROLLER

By: _____
Deputy Clerk

STATE OF FLORIDA, COUNTY OF PALM BEACH
I, SHARON R. BOCK, Clerk and Comptroller, certify this to be a true and correct copy of the original filed in my office on June 16, 2009
dated at West Palm Beach, FL on 6-22-09
By: _____
Deputy Clerk

RESOLUTION MPO 5-09

A RESOLUTION OF THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Palm Beach County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE, BE IT RESOLVED BY THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION THAT:

> The Palm Beach Metropolitan Planning Organization requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The foregoing Resolution was offered by Mayor Jeff Clemens who moved its adoption. The motion was seconded by Deputy Mayor Susan Haynie, and upon being put to a vote, the motion passed. The Chairman thereupon declared the Resolution duly adopted this 21 day of May, 2009.

PALM BEACH METROPOLITAN PLANNING ORGANIZATION

By: _____
Chairman

ATTEST:

By: _____
Executive Secretary

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

By: _____
Assistant County Attorney

RESOLUTION 2009 - 103
PRIORITIZE INTERCITY RAIL COMPONENT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FLORIDA EAST COAST (FEC) CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR IMPLEMENTING ACTIONS AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the City of Palm Coast and Flagler County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Palm Coast and Flagler County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA AS FOLLOWS:

SECTION 1. REQUEST TO GOVERNOR CRIST AND FDOT SECRETARY KOPELOUSOS. The City of Palm Coast requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. SEVERABILITY. If any section or portion of a section of this Resolution proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other section or part of this Resolution.

SECTION 4. CONFLICTS. All resolutions or parts of resolutions in conflict with any of the provisions of this Resolution are hereby repealed.

SECTION 5. IMPLEMENTING ACTIONS. The City Manager is hereby authorized to take any actions necessary to implement the action taken in this Resolution.

SECTION 6. EFFECTIVE DATE. This Resolution shall take effect immediately upon adoption by the City Council.

DULY ADOPTED by the City Council of the City of Palm Coast, Florida, on this 2nd day of June 2009.

CITY OF PALM COAST, FLORIDA

JON NETTS, MAYOR

ATTEST:

Daniel E. Davis, CMC
Deputy City Clerk

Approved as to form and legality

William E. Reischmann, Jr., Esq.
City Attorney

CITY OF PALM COAST FLORIDA
INCORPORATED 1999
CITY CLERK

PROPOSED RESOLUTION NO. 2009-R-13

RESOLUTION NO. 3229

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida East Coast Railway ("FEC") corridor was historically operated as a passenger rail line along Florida's east costs, traversing or providing rail connections to urban areas in Broward County, which enabled residents of the City of Pembroke Pines to travel to areas along the east coast of Florida and other areas in the United States; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Pembroke Pines, Broward County, and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

PROPOSED RESOLUTION NO. 2009-R-13

RESOLUTION NO. 3229

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA THAT:

PROPOSED RESOLUTION NO. 2009-R-13

RESOLUTION NO. 3229

Section 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution.

Section 2. The City Commission of the City of Pembroke Pines, Florida requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 3. The City Clerk is hereby directed to provide a copy of this Resolution to Governor Charlie Crist, Secretary Stephanie Kopelousos, and Michael J. Busha, Executive Director of the Treasure Coast Regional Planning Council.

Section 4. All resolutions or parts of resolutions on in conflict herewith be, and the same are hereby repealed to the extent of such conflict.

Section 5. If any clause, section, other part or application of this Resolution is held by any court of competent jurisdiction to be unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

Section 6. This Resolution shall become effective immediately upon its passage and adoption.

PROPOSED RESOLUTION NO. 2009-R-13

RESOLUTION NO. 3229

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF PEMBROKE PINES, FLORIDA, THIS 20th DAY OF MAY, 2009.

CITY OF PEMBROKE PINES, FLORIDA

ATTEST:

By: _____
MAYOR FRANK C. ORTIS

JUDITH A. NEUGENT, CITY CLERK

ORTIS	AYE
CASTILLO	AYE
McCLUSKEY	AYE
SHECHTER	AYE
SIPLE	AYE

APPROVED AS TO FORM:

_____
OFFICE OF THE CITY ATTORNEY

SSG:DNT:dnt
H:\760185.PP\RESO 2009\2009-R-13 (Support FEC Corridor).doc

//

RESOLUTION NO. 2009- 192

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Pompano Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Pompano Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor; now, therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1. The City Commission of the City of Pompano Beach, Florida, requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 12th day of May, 2009.

LAMAR FISHER, MAYOR

ATTEST:

MARY L. CHAMBERS, CITY CLERK

/jrm
5/4/09
l:reso/2009-189

RECEIVED
JUN 24 2009
PLANNING DEPARTMENT
CITY OF PORT ST. LUCIE, FL

COUNCIL ITEM 11D
DATE 6/22/09

RESOLUTION 09-R88

A RESOLUTION OF THE CITY OF PORT ST. LUCIE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's East Coast, traversing or providing rail connections to urban areas like the City of Port St. Lucie; and

WHEREAS, Florida's East Coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's East Coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Port St. Lucie and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's East Coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's East Coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's East Coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

STATE OF FLORIDA
ST. LUCIE COUNTY
CITY OF PORT ST. LUCIE
THIS IS TO CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF THE RECORDS ON FILE IN THIS OFFICE
CITY CLERK
BY DEPUTY CLERK
DATE 6/24/09
(CITY SEAL)
CITY SEAL FLORIDA

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY PORT ST. LUCIE, FLORIDA, AS FOLLOWS:

Section 1. They City of Port St. Lucie requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. This resolution shall become effective immediately upon its adoption.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida this 22nd day of June, 2009.

CITY OF PORT ST. LUCIE CORPORATE SEAL 1961 FLORIDA

CITY COUNCIL
CITY OF PORT ST. LUCIE

By: _____
Patricia P. Christensen, Mayor

ATTEST:

_____
Karen A. Phillips, City Clerk

APPROVED AS TO FORM: _____
Roger G. Orr, City Attorney

REALTOR ASSOCIATION
OF MARTIN COUNTY

RESOLUTION 09-07-05

A RESOLUTION OF THE REALTOR ASSOCIATION OF MARTIN COUNTY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Realtor Association of Martin County requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The President thereupon declared the Resolution duly passed and adopted this 7th day of May 2009.

Attest:

Vincent J. Laviano, CRB
President

REALTOR® 43 S.W. Monterey Road, Stuart, Florida 34994 • Tel: (772) 283-1748 Fax (772) 288-0215 • E-mail: raofmc@martin-realtors.org

RESOLUTION 09-04

A RESOLUTION OF THE REALTORS® ASSOCIATION OF INDIAN RIVER COUNTY INC. REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Indian River County and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Indian River County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

REALTORS® Association of Indian River County, Inc. requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 16th day of June 2009.

Attest:

Carol J. Eisenmann

Carol J. Eisenmann

Name President

Carol W. Hawk

Carol W Hawk

Name CEO

RESOLUTION 09-01

A RESOLUTION OF The REALTORS Association of St. Lucie REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like St. Lucie County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in St. Lucie County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

REALTORS Association of St. Lucie requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 5th day of May, 2009.

Attest:

Name President

Name CEO

RESOLUTION NO. 85-09

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVIERA BEACH, PALM BEACH COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNER CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FLORIDA EAST COAST CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida East Coast corridor was historically operated as a passenger rail line along Florida's coast, traversing or providing rail connections to urban areas like the City of Riviera Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Riviera Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

RESOLUTION NO. 85-09
PAGE 2

WHEREAS, the Intercity FEC Corridor Project (from Jacksonville to Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RIVIERA BEACH, PALM BEACH COUNTY, FLORIDA AS FOLLOWS:

SECTION 1. The City of Riviera Beach, hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. That this Resolution shall become official upon its passage.

PASSED and APPROVED this 15 day of July, 2009.

*******THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK*******

RESOLUTION NO. 85-09
PAGE 3

APPROVED:

THOMAS A. MASTERS
MAYOR

DAWN S. PARDO
CHAIRPERSON

ATTEST:

CARRIE E. WARD,
MASTER MUNICIPAL CLERK
CITY CLERK

JUDY L. DAVIS
CHAIR PRO TEM

BILLIE E. BROOKS
COUNCILPERSON

CEDRICK A. THOMAS
COUNCILPERSON

SHELBY L. LOWE
COUNCILPERSON

MOTIONED BY: J. DAVIS

SECONDED BY: B. BROOKS

D. PARDO	AYE
J. DAVIS	AYE
B. BROOKS	AYE
C. THOMAS	AYE
S. LOWE	AYE

REVIEWED AS TO LEGAL SUFFICIENCY

PAMALA HANNA RYAN, CITY ATTORNEY

DATE: 7/14/09

RESOLUTION NO. 2009 - 652

RESOLUTION OF THE CITY OF ROCKLEDGE, BREVARD COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF THE GOVERNOR'S OFFICE AND THE SECRETARY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor had historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas, including the City of Rockledge; and

WHEREAS, the counties and municipalities along the FEC corridor have historically developed around the train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Rockledge and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville to Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, both Amtrak and FDOT have already developed plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROCKLEDGE, FLORIDA, AS FOLLOWS:

SECTION 1. That the Office of the Governor of the State of Florida is requested to assist the City of Rockledge by prioritizing the Amtrak FEC Corridor Project from Jacksonville to Miami as a part of the State's Federal economic stimulus package.

SECTION 2. That the Florida Department of Transportation, through its Secretary, is requested to also

assist the City of Rockledge by prioritizing the FEC Corridor Project from Jacksonville to Miami as part of the State's Federal economic stimulus package.

SECTION 3. The City Clerk shall cause a copy of this Resolution to be delivered to both the Governor's Office of the State of Florida and the Secretary of the Florida Department of Transportation.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Rockledge, Florida, this 3rd day of June, 2009.

E. Georgia Phillips
Chairman, Rockledge City Council

ATTEST:
Betsi Beatty Moist
City Clerk

RESOLUTION NO. R-09-18

RECEIVED
APR 13 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

A RESOLUTION OF THE CITY OF SEBASTIAN, INDIAN RIVER COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CHARLIE CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDER PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing the Treasure Coast Region to urban areas such as Indian River County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Indian River County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE, BE IT RESOLVED THAT:

The City of Sebastian requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The foregoing Resolution was moved for adoption by Council member Coy. The motion was seconded by Council member Simchick and, upon being put into a vote, the vote was as follows:

Mayor Richard H. Gillmor	aye
Vice Mayor Jim Hill	aye
Council Member Andrea Coy	aye
Council Member Dale Simchick	aye
Council Member Eugene Wolff	aye

The Mayor thereupon declared this Resolution duly passed and adopted this 8th day of April, 2009.

CITY OF SEBASTIAN, FLORIDA

By: _____
Mayor Richard H. Gillmor

ATTEST:

_____
Sally A. Malo, MMC
City Clerk

Approved as to form and legality for reliance by the City of Sebastian only:

_____
Robert A. Ginsburg, City Attorney

RESOLUTION 09-003

A RESOLUTION OF THE SEBASTIAN RIVER AREA CHAMBER OF COMMERCE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPART OF TRASNPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Sebastian, Florida; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Sebastian, Florida and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT;

Sebastian River Area Chamber of Commerce requests the assistance of Governor Crist and FDTO Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 13th day of May, 2009.

Attest

Debbi Vickers, President

Beth L. Mitchell, Executive Director

BOARD OF COUNTY COMMISSIONERS

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

August 17, 2009

Mrs. Noranne Downs, P.E.
District 5 Secretary
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720

RE: Seminole County's Support of the SunRail System in Central Florida and High-Speed Rail System

Dear Mrs. Downs:

As Chairman of the Seminole County Board of County Commissioners, I am writing this letter pledging Seminole County's support of the Florida Department of Transportation's Grant Applications for the SunRail System in Central Florida along with High-Speed Rail Track 1 and Tract 2 that serve the State of Florida. This item was discussed as part of my report at our board meeting on August 11th, 2009, and the commissioners gave their verbal support.

Unfortunately, we cannot adopt, execute, and forward formal resolutions of support until August 25, 2009; our next regularly scheduled board meeting. However, our Board supports all three applications and we look forward to seeing the implementation of these critical projects to serve the traveling public throughout the State of Florida.

If you have any questions, please contact me.

Sincerely,

Bob Dallari, Chairman
Seminole County Board of County Commissioners

BD/JM/dr

c: Tawny H. Olore, P.E., Rail Transit Project Manager
George Lovett, Director of Transportation Development (FDOT)
Board of County Commissioners
Cynthia A. Coto, County Manager
Joseph Forte, Deputy County Manager
Sabrina O'Bryan, Assistant County Manager
Jerry McCollum, P.E., County Engineer
W. Gary Johnson, P.E., Director, Department of Public Works

1101 EAST FIRST STREET SANFORD FL 32771-1468 TELEPHONE (407) 665-7219 FAX (407) 665-7958

August 17, 2009

Mrs. Noranne Downs, P.E.
District 5 Secretary
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720

RE: Seminole County's Support of the SunRail System in Central Florida and High-Speed Rail System

Dear Mrs. Downs:

As Chairman of the Seminole County Board of County Commissioners, I am writing this letter pledging Seminole County's support of the Florida Department of Transportation's Grant Applications for the SunRail System in Central Florida along with High-Speed Rail Track 1 and Tract 2 that serve the State of Florida. This item was discussed as part of my report at our board meeting on August 11th, 2009, and the commissioners gave their verbal support.

Unfortunately, we cannot adopt, execute, and forward formal resolutions of support until August 25, 2009; our next regularly scheduled board meeting. However, our Board supports all three applications and we look forward to seeing the implementation of these critical projects to serve the traveling public throughout the State of Florida.

If you have any questions, please contact me.

Sincerely,

Bob Dallari, Chairman
Seminole County Board of County Commissioners

BD/JM/dr

c: Tawny H. Olore, P.E., Rail Transit Project Manager
George Lovett, Director of Transportation Development (FDOT)
Board of County Commissioners
Cynthia A. Coto, County Manager
Joseph Forte, Deputy County Manager
Sabrina O'Bryan, Assistant County Manager
Jerry McCollum, P.E., County Engineer
W. Gary Johnson, P.E., Director, Department of Public Works

1101 EAST FIRST STREET SANFORD FL 32771-1468 TELEPHONE (407) 665-7219 FAX (407) 665-7958

RESOLUTION 691

A RESOLUTION OF THE TOWN OF SEWALL'S POINT REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Sewall's Point and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Town of Sewall's Point requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Mayor thereupon declared the Resolution duly passed and adopted this 23rd day of June 2009.

Attest:

Don Osteen Mayor

Ann-Marie Basler Clerk

RESOLUTION 09-02

A RESOLUTION OF THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like South Florida; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in South Florida and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

WHEREAS, FDOT owns the South Florida Rail Corridor (SFRC) and substantial federal and state funding has resulted in the double tracking of the corridor and other substantial capital and operational improvements; and

WHEREAS, the Amtrak stations in South Florida, from West Palm Beach to Miami exist on the SFRC and represent a significant public investment in infrastructure;

NOW THEREFORE BE IT RESOLVED THAT:

THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY supports the Intercity FEC Corridor Project and the reintroduction of passenger rail service on the FEC Rail Corridor between Jacksonville and West Palm Beach, and continuing on the South Florida Rail Corridor from West Palm Beach to Miami, to be provided by Amtrak; and

THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Intercity Rail component identified as the "Coastal Route" in FDOT's August 2006 Florida Intercity Passenger Rail Vision Plan, which provides passenger rail transit service between Jacksonville and Miami as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 28th day of August 2009.

Attest:

John F Koons

John Koons, SFRTA Chair

Joseph Giulietti, Executive Director

RESOLUTION NO. 05-2009

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SOUTH PALM BEACH, FLORIDA REQUESTING ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Palm Beach County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, THE Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SOUTH PALM BEACH, FLORIDA, THAT:

Section 1: The Town Council of the Town of South Palm Beach hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2: This Resolution shall take effect immediately upon its adoption by the Town Council.

Councilor Flagello offered the foregoing Resolution, and moved its adoption. The motion was seconded by Councilor Clayman, and upon being put to a vote, the vote was as follows:

Martin Millar, Mayor	aye
Charles McCrosson, Vice-Mayor	aye
Dr. Joseph M. Flagello, Councilor	aye
Donald W. Clayman, Councilor	aye
Brian Merbler, Councilor	aye

The Mayor thereupon declared this Resolution approved and adopted by the Town Council of the Town of South Palm Beach on this 25nd day of August, 2009.

Martin Millar, Mayor

ATTEST:

Janet K. Whipple, Town Clerk

APPROVED FOR LEGAL SUFFICIENCY

Town Attorney

SPACE COAST TPO

RESOLUTION 10-03

RESOLUTION of the **SPACE COAST TRANSPORTATION PLANNING ORGANIZATION** requesting the assistance of Governor Crist and Florida Department Of Transportation Secretary Kopelousos to prioritize the Intercity Rail component of the FEC Corridor Project from Jacksonville to Miami as part of the Federal Economic Stimulus Package for the State Of Florida.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Brevard County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County, the Central Florida Region and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

THEREFORE BE IT RESOLVED THAT

THE SPACE COAST TRANSPORTATION PLANNING ORGANIZATION requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project from Jacksonville to Miami as part of the Federal economic stimulus package for the State of Florida.

DONE, ORDERED AND ADOPTED THIS 9TH DAY OF JULY, 2009.

SPACE COAST TRANSPORTATION
PLANNING ORGANIZATION

LARRY L. SCHULTZ, CHAIRMAN

ATTEST:

KATHY MEEHAN, SECRETARY

RESOLUTION 2009-13

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the City of St. Augustine is home to the railroad depot, Circa 1883, for the railroad known as the Jacksonville, St. Augustine & Halifax River Railroad which was acquired by Henry Flagler; and

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast and traversed or provided rail connections to urban areas like the City of St. Augustine; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast currently are implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, the City of St. Augustine currently is seeking means for rehabilitation of its railroad depot, Circa 1883; and

WHEREAS, improved mobility is highly desired in the City of St. Augustine and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. AUGUSTINE, FLORIDA, AS FOLLOWS:

Section 1. Request for Assistance. The City of St. Augustine requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 2. Effective Date. This resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED by the City Commission for the City of St. Augustine, Florida this 22nd day of June, 2009.

ATTEST:

Karen Rogers, CMC, City Clerk
(SEAL)

Joe Boles, Mayor-Commissioner

RESOLUTION 2009- 177

A RESOLUTION OF THE BOARD OF COUNTY COMMISIONERS REPRESENTING SAINT JOHNS COUNTY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing the coastal regions of St. Johns County and urban area of St. Augustine; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in St. Johns County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of St. Johns County, Florida, that:

Section 1. The above recitals are hereby incorporated into the body of this Resolution, and are adopted as Findings of Fact.

Section 2. The Board of County Commissioners requests the assistance of Governor Crist and FDOT Secretary Kopelousos **in prioritizing** the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

PASSED AND ADOPTED by the Board of County Commissioners of St. Johns County, Florida, this 16th day of **June, 2009.**

BOARD OF COUNTY COMMISSIONERS OF ST. JOHNS COUNTY, FLORIDA

By: Cyndi Stevenson

Cyndi Stevenson, Chair

ATTEST: Cheryl Strickland, Clerk

By: Patricia De Grande

Deputy Clerk

RESOLUTION 09-____

A RESOLUTION OF THE COUNCIL ON AGING REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like St. Johns County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in St. Johns County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

COUNCIL ON AGING supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

COUNCIL ON AGING requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 11 day of August 2009.

Attest:

Joseph L. Boles, Jr. Chairman/Mayor
St. Johns County Council on Aging, Inc.
St. Augustine, FL

Susan Johnson Notary
(Name) Title

SUSAN JOHNSON
MY COMMISSION #DD798292
EXPIRES: JUN 16, 2012
Bonded through 1st State Insurance

RESOLUTION NO. 09-123

A RESOLUTION OF THE ST. LUCIE COUNTY BOARD OF COUNTY COMMISSIONERS REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FLORIDA EAST COAST CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the Florida East Coast (FEC) corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like St. Lucie County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic down towns built around train stations; and

WHEREAS, improved mobility is highly desired in St. Lucie County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and Florida Department of Transportation includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED:

1. The St. Lucie County Board of County Commissioners request the assistance of Governor Crist and Florida Department of Transportation Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

2. The County Administrator is hereby directed to forward a copy of this resolution to Governor Charlie Crist, Florida Department of Transportation Secretary Stephanie Kopelousos, and Treasure Coast Regional Planning Council Executive Director Michael J. Busha.

After motion and second the vote on this resolution was as follows:

Chair Paula A. Lewis	AYE
Vice-Chair Charles Grande	AYE
Commissioner Doug Coward	AYE
Commissioner Chris Dzadovsky	AYE
Commissioner Chris Craft	AYE

PASSED AND DULY ADOPTED this 14th day of April, 2009.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA

DEPUTY CLERK

BY: Paula A. Lewis
CHAIR

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

COUNTY ATTORNEY

Transportation Planning Organization
ST. LUCIE URBAN AREA

RESOLUTION NO. 09-04

A RESOLUTION OF THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION REQUESTING THAT GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the St. Lucie Transportation Planning Organization (St. Lucie TPO) includes representatives from the City of Fort Pierce, the City of Port St. Lucie, the County of St. Lucie, the School Board, and Community Transit; and,

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the City of Fort Pierce, the City of Port St. Lucie, and the County of St. Lucie; and,

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and,

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and,

WHEREAS, improved mobility is highly desired in the City of Fort Pierce, the City of Port St. Lucie, and the County of St. Lucie and throughout the State of Florida; and,

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and counties and throughout the Florida's east coast; and,

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and,

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and,

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and,

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and,

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and,

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW THEREFORE BE IT RESOLVED that the St. Lucie TPO requests that Governor Crist and FDOT Secretary Kopelousos prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

DULY PASSED AND ADOPTED this 3rd day of June, 2009.

Attest:

Sarah Howard
Secretary

St. Lucie Transportation Planning Organization

Charles Grande
Chairman

Approved as to Form and Correctness:

Heather Young
St. Lucie TPO/Assistant County Attorney

RESOLUTION 2009-08

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE TOWN OF ST. LUCIE VILLAGE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like St. Lucie County, Florida; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in St. Lucie County, Town of St. Lucie Village and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Board of Aldermen of the Town of St. Lucie Village, Florida, requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

PASSED AND APPROVED by the Board of Aldermen of the Town of St. Lucie Village, Florida, on this 16th day of June, 2009.

APPROVED:
BOARD OF ALDERMEN OF THE TOWN OF
ST. LUCIE VILLAGE, FLORIDA

By: William G. Thiess
William G. Thiess, Mayor

ATTESTED:

By: Diane C. Orme
Diane C. Orme, Clerk

I, DIANE C. ORME, Clerk of the TOWN OF ST. LUCIE VILLAGE, FLORIDA, do hereby certify that this is a true and accurate copy of Resolution 2009-08 which was duly introduced, read and adopted at the regular meeting of the Board of Aldermen of the TOWN OF ST. LUCIE VILLAGE, FLORIDA, held this 16th day of June, 2009.

Diane C. Orme
Diane C. Orme, Clerk

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA
RESOLUTION NUMBER 55-09

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY [redacted] COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger [redacted] line along Florida's east coast, traversing or providing [redacted] connections to urban areas; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Stuart and throughout the State of Florida; and

WHEREAS, transit, including [redacted] transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida [redacted] Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger [redacted] service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger [redacted] service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

Resolution 55-09
Amtrak Passenger Rail Service

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

SECTION 1. The City Commission of the City of Stuart, Florida requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. This Resolution shall take effect upon adoption.

Commissioner Waxler. **offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner** Krauskopf **upon being put to a roll call vote, was as follows.**

	YES	NO	ABSENT
JAMES A. CHRISTIE, JR., MAYOR	✓		
MICHAEL J. MORTELL, VICE MAYOR	✓		
JEFFREY A. KRAUSKOPF, COMMISSIONER	✓		
MARY L. HUTCHINSON, COMMISSIONER	✓		
CAROL S. WAXLER, COMMISSIONER	✓		

ADOPTED this 18th day of May, 2009.

ATTEST:

CHERYL WHITE
CITY CLERK

James A. Christie Jr.
JAMES A. CHRISTIE, JR.
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

PAUL J. NICOLETTI
CITY ATTORNEY

CITY OF STUART · FLORIDA · INCORPORATED 1914 · SAILFISH CAPITAL OF THE WORLD

RESOLUTION 09 – JUNE 9, 2009

A RESOLUTION OF STUART MAIN STREET REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's East Coast, traversing or providing rail connections to urban areas like Stuart/Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Stuart/Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

STUART MAIN STREET requests the assistance of Governor Crist and FDOT secretary Kopelousos to prioritize the AMTRAK/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 9th day of June 2009.

Attest:

Amy Pearlstine, President

Patty McAuley, Secretary

RECEIVED
MAY 07 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

RESOLUTION 09-222

A RESOLUTION OF THE STUART/MARTIN COUNTY CHAMBER OF COMMERCE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Stuart/Martin County Chamber of Commerce requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 5th day of May, 2009.

Joseph Catrambone
President/CEO

Tampa Bay Regional Planning Council

Chair
Commissioner Bill Dodson

Vice-Chair
Commissioner Jack Mariano

Secretary/Treasurer
Jill Collins

Executive Director
Manny Pumariega

RECEIVED
JUL 13 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

July 9, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

As Executive Director of the Tampa Bay Regional Planning Council I am writing to express my support for the Treasure Coast Regional Planning Council regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. With the introduction of Flagler's railroad in the early 1900s, the east coast communities flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the east coast is a missing piece of Florida's larger transportation network. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for the coastal residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence throughout the entire state.

I sincerely request your consideration and support for The Board of the Treasure Coast Regional Planning Council which is resoundingly requesting that your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Manny L. Pumariega, AICP
Executive Director

4000 Gateway Centre Boulevard, Suite 100 · Pinellas Park, FL 33782
Phone: 727-570-5151 · Fax: 727-570-5118 · State Number: 513-5066 · www.tbrpc.org

RESOLUTION 09-04

A RESOLUTION OF THE TREASURE COAST REGIONAL PLANNING COUNCIL REPRESENTING THE LOCAL GOVERNMENTS OF INDIAN RIVER, MARTIN, PALM BEACH, AND ST. LUCIE COUNTIES, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing the Treasure Coast Region; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, modern cities along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Treasure Coast Region and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Region; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, station locations in the Treasure Coast Region should include a minimum of Vero Beach, Fort Pierce, Stuart, and West Palm Beach; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Treasure Coast Regional Planning Council requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 20th day of March 2009.

Attest:

Gary C. Wheeler, Chairman

Michael J. Busha, Executive Director

RESOLUTION 27-2009

A RESOLUTION OF THE CITY OF TITUSVILLE REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Titusville; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Titusville and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FED Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THREFORE BE IT RESOLVED THAT: City of Titusville requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

PASSED AND ADOPTED, this 26th day of May 2009.

James H. Tulley Jr., Mayor

ATTEST:

Wanda F. Wells, City Clerk

University of
Central
Florida

Office of the President

September 16, 2009

Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Dear Secretary Kopelousos:

The reintroduction of Amtrak passenger service on the corridor along Florida's east coast from Jacksonville to Miami has my strong endorsement. I hope you and Governor Crist are able to win funding for this project from the federal economic stimulus package.

For Central Floridians, the need to improve the mobility of people and commerce across our region is only too well known. Rail transportation must be a part of that improvement.

As a member of the board of the Central Florida Partnership, I know that reinstituting rail service on the east coast is an important regional goal. The proposed passenger rail line will support the area's economic development, it will help us expand our tourism industry, and it will enhance the daily lives of millions of our fellow Floridians.

For the University of Central Florida—with campuses along the east coast in Daytona Beach, Cocoa, and Palm Bay—the proposed corridor line furthers our long-range strategic plans, aiding the growth of our regional campus system while reducing our institution's carbon footprint. Both are important goals for this university.

We appreciate your strong and progressive leadership for Florida, and I am hopeful that your advocacy for this passenger service on our region's behalf will prove successful.

Cordially yours,

John C. Hitt
President

C: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

P.O. Box 160002 • Orlando, FL 32816-0002 • (407) 823-1823 • FAX (407) 823-2264 • jhitt@mail.ucf.edu

An Equal Opportunity and Affirmative Action Institution

RESOLUTION NO. 09- 13

RECEIVED
APR 13 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

A RESOLUTION OF THE CITY OF VERO BEACH, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND THE FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Vero Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Vero Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

THE CITY OF VERO BEACH, FLORIDA, requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

This Resolution was considered on the 7th day of April, 2009, at which time it was moved for adoption by Councilmember White, seconded by Councilmember Fish, and adopted by the following vote:

Mayor Sabin C. Abell Jr.	☒ **Yes**	☐ **No**
Vice Mayor Thomas P. White	☒ **Yes**	☐ **No**
Councilmember Debra Fromang	☒ **Yes**	☐ **No**
Councilmember William E. Fish	☒ **Yes**	☐ **No**
Councilmember Kevin Sawnick	☒ **Yes**	☐ **No**

ATTEST:

Sign: Tammy K. Vock
Print: Tammy K. Vock
Title: City Clerk

CITY OF VERO BEACH, FLORIDA:

Sign: Sabin C. Abell Jr.
Print: Sabin C. Abell Jr.
Title: Mayor

Approved as to form and legal sufficiency:

Charles P. Vitunac
City Attorney

Approved as conforming to municipal policy:

James M. Gabbard
City Manager

This document was prepared in
The Office of the City Attorney
Post Office Box 1389
Vero Beach, Florida 32961-1389

Main Street
VERO BEACH

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

September 08, 2009

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

I am writing to express the strong support of the Main Street Vero Beach, regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Indian River County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Indian River County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Main Street Vero Beach resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida and as a component of the statewide transportation network. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Daniel C. Fourmont
President

A FLORIDA MAIN STREET CITY
DEVELOPING OUR FUTURE WHILE PRESERVING OUR PAST
P.O. Box 6253 • Vero Beach, Florida 32961-6253

AMENDED

VOLUSIA COUNTY
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2009-21

RESOLUTION OF THE VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) REGARDING SUNRAIL, HIGH SPEED RAIL, AND AMTRAK PASSENGER SERVICE ON THE FLORIDA EAST COAST LINE

WHEREAS, the Volusia County Metropolitan Planning Organization is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the County of Volusia and the cities of Flagler Beach and Beverly Beach in Flagler County; and

WHEREAS, the Volusia County Metropolitan Planning Organization has long been supportive of and has promoted transit as a much needed and viable modal alternative in Central Florida; and

WHEREAS, the Volusia County Metropolitan Planning Organization is aware that the Florida Department of Transportation intends to pursue and secure federal funds for three rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA) High Speed Rail initiative; and

WHEREAS, the three applications for ARRA funds are (1) to begin construction on the Tampa Bay to Orlando section of Florida's High Speed Rail initiative, (2) to purchase the ROW from CSX for the Central Florida Commuter Rail project (SunRail), and (3) to initiate Amtrak Passenger Service along the Florida East Coast Rail Corridor; and

WHEREAS, the Volusia County MPO has received requests from various groups, local governments, and governmental agencies seeking the MPO's support for several fixed guideway transit initiatives;

NOW, THEREFORE, BE IT RESOLVED by the Volusia County MPO:

- That the Volusia County MPO reaffirms that SUNRAIL must be, as the future backbone to transit in Central Florida, the priority project for fixed guideway projects in Central Florida;
- That the Volusia County MPO recognizes the benefits of pursuing additional transit systems and projects in Central Florida and throughout the State of Florida;

AMENDED

- That the Volusia County MPO has been supportive of Florida's High Speed Rail Initiative and Amtrak Passenger Rail Service along the Florida East Coast since the early part of this decade;
- That the Chairman of the MPO or her designee is hereby authorized and directed to transmit this resolution to the following:

(a) the Governor, State of Florida;
(b) the Secretary of Transportation, State of Florida;
(c) the Secretary of the Department of Environmental Protection;
(d) the Interim Secretary of FDOT District V;
(e) the East Central Florida Regional Planning Council; and
(f) the Members of the Central Florida MPO Alliance
(g) the Volusia County Council
(h) the North Coast Transportation Planning Organization
(i) the Treasure Coast Regional Planning Council

DONE AND RESOLVED at the regular meeting of the Volusia County Metropolitan Planning Organization on the **25th** day of **August, 2009**.

VOLUSIA COUNTY

METROPOLITAN PLANNING ORGANIZATION

County Council Vice-Chair Joie Alexander

Chairperson, Volusia County MPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia County Metropolitan Planning Organization certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the Volusia County MPO held on August 25, 2009.

ATTEST:

Pamela Blankenship, Recording Secretary

RESOLUTION NO. 2009-17

A RESOLUTION OF THE CITY OF WEST MELBOURNE, BREVARD COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND THE FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Brevard County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of West Melbourne, Brevard County, Florida, requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF WEST MELBOURNE, BREVARD COUNTY, FLORIDA, THIS 19th DAY OF May, 2009.

Hal Rose

HAL J. ROSE, MAYOR

ATTEST: Christine D. Pennington

Christine D. Pennington
Acting City Clerk

Approved as to form and content

By: _____

James P. Wilson, ~~City Attorney~~

RESOLUTION NO. 200-09

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WEST PALM BEACH, FLORIDA, SUPPORTING INCLUSION OF THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (JACKSONVILLE TO MIAMI), IN THE STATE OF FLORIDA'S AMERICAN RECOVERY AND REINVESTMENT PLAN; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * * *

WHEREAS, the FEC railroad corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the City of West Palm Beach; and

WHEREAS, the City of West Palm Beach as well as many other cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of West Palm Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's East Coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's East Coast; and

WHEREAS, previous work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor; and

WHEREAS, the reintroduction of Amtrak service along Florida's East Coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity Rail component of the FEC Corridor Project (Jacksonville/Miami) seeks to reintroduce Amtrak service along Florida's East Coast; and

RESOLUTION NO. 200-09

WHEREAS, the Intercity Rail component of the FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, it is in the best public interest of the citizens of West Palm Beach to include of the Intercity Rail component of the FEC Corridor Project (from Jacksonville to Miami) as part of Florida's economic stimulus plan;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WEST PALM BEACH, FLORIDA, that:

SECTION 1: The City of West Palm Beach hereby expresses its support for inclusion of the Intercity Rail component of the FEC Corridor Project (from Jacksonville to Miami) as part of Florida's American Recovery and Reinvestment Plan.

SECTION 2: A certified copy of this Resolution shall be provided to Governor Crist and FDOT Secretary Kopelousos by the City's Planning and Zoning Director.

SECTION 3: This Resolution shall take effect in accordance with law.

PASSED AND ADOPTED THIS 15th **DAY OF** June **, 2009.**

(CORPORATE SEAL)

CITY OF WEST PALM BEACH
BY ITS COMMISSION

ATTEST:

PRESIDING OFFICER

CITY CLERK

CITY ATTORNEY"S OFFICE
Approved as to form and legal sufficiency
By: _____
Date: 6-10-09

Last printed 6/2/2009 8:23:00 AM

STATE OF FLORIDA
COUNTY OF PALM BEACH
CITY OF WEST PALM BEACH

This copy is a true copy of the original on file in this office. WITNESS my hand and Official Seal. This 18th day of June 2009.
City of West Palm Beach
By: Barbara Duggan Deputy Clerk

RESOLUTION NO. 2009-52

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WEST PARK, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Broward, Miami-Dade and Palm Beach Counties; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of West Park "City"), Broward County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WEST PARK, FLORIDA, AS FOLLOWS:

Section 1. Adoption of Representations. The foregoing "Whereas" clauses are hereby ratified and confirmed as being true, and the same are hereby made a specific part of this Resolution.

Section 2. Supporting the Amtrak/FEC Corridor Project. The City Commission of the City of West Park hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

Section 3. Effective Date. This Resolution shall be effective immediately upon its passage and adoption.

PASSED and **ADOPTED** this 20th day of May 2009.

Eric H. Jones, Jr., Mayor

ATTEST:

Esther Coulson, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Burnadette Norris-Weeks, Esq.
City Attorney

Moved by: Dorsett

Seconded by: Brunson

VOTE:

Commissioner Brunson	✓ (Yes)	_____ (No)
Commissioner Fyffe	✓ (Yes)	_____ (No)
Commissioner Mack	✓ (Yes)	_____ (No)
Vice-Mayor Dorsett	✓ (Yes)	_____ (No)
Mayor Jones	✓ (Yes)	_____ (No)

BREVARD COMMUNITY COLLEGE

Office of the President • 1519 Clearlake Road • Cocoa, Florida 32922 • 321/433-7000 • Fax: 321/433-7005

Board of Trustees
James Theriac, Chair
Alberta K. Wilson, Vice Chair
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District Administration
1519 Clearlake Road
Cocoa, Florida 32922
321/632-1111
Fax: 321/433-7065

Cocoa Campus
1519 Clearlake Road
Cocoa, Florida 32922
321/433-7060
Fax: 321/433-7064

Melbourne Campus
3865 N. Wickham Road
Melbourne, Florida 32935
321/433-5502
Fax: 321/433-5820

Palm Bay Campus
250 Community College Pkwy.
Palm Bay, Florida 32909
321/433-5150
Fax: 321/433-5305

Titusville Campus
1311 North U.S. 1
Titusville, Florida 32796
321/433-5078
321/433-5113

Virtual Campus
3865 N. Wickham Road
Melbourne, Florida 32935
321/433-5880
Fax: 321/433-5882

Website
www.brevardcc.edu

September 16, 2009

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

RE: Amtrak Passenger Service for the FEC Corridor

Dear Ms. Kopelousos:

As a nonpartisan public institution, Brevard Community College collaborates with county and municipal government to lend support to proposals that are designed to benefit our residents. In that spirit, I request that high-priority status be given to the Amtrak project (i.e., "Intercity Rail Component of the FEC Corridor Project") extending from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida.

Historically, what is now Brevard County grew and developed in tandem with the expansion of the pioneering railroad network of Henry Flagler, and our communities continued to flourish with the easy interconnectivity made possible by railway transit. Although passenger-based railway transit remains a critical component of a sustainable transportation network, passenger service by Amtrak along the eastern coastline is a missing piece of the transportation network in Brevard County.

Passenger train service would expand tourist access, enhance economic development opportunities, improve urban and interurban connectivity, and expand quality of life opportunities for current and future residents. The reintroduction of passenger service will also help promote Florida's "green economy," and will also improve our energy independence. For all of these reasons, we appreciate your leadership in helping secure this important investment in the future of our state.

Cordially,

James A. Drake

James A. Drake, Ph.D.
President
Brevard Community College

JAD/mhr

cc: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

MERRITT SQUARE

September 21, 2009

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Stephanie:

I am writing to express the strong support of the Merritt Square Mall regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900's, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network; one that promotes Florida's green economy and improve energy independence.

The management of the Merritt Square Mall resoundly requests your office prioritize the Amtrak project (termed: Intercity Rail Component of the FEC Corridor Project) from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Very Truly Yours,

Bob Sheard

Bob Sheard
General Manager
Merritt Square Mall

cc: Michael Busha
Executive Director
Treasure Coast Regional Planning Council

cc: Mary Sharpe, Office of Economic Development
City of Cocoa, Florida

777 EAST MERRITT ISLAND CAUSEWAY • MERRITT ISLAND, FLORIDA • 32952

PHONE: (321) 452-3272 FAX: (321) 452-7076

RESOLUTION 09-____

A RESOLUTION OF THE MERRITT ISLAND REDEVELOPMENT AGENCY SUPPORTING THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (IN THE FORM OF AMTRAK SERVICE) FROM JACKSONVILLE TO MIAMI AND REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS PRIORITIZE THE PROJECT AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA AND AS PART OF FLORIDA'S STATEWIDE TRANSPORTATION NETWORK.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Brevard County/Merritt Island; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County/Merritt Island and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida as part of Florida's statewide transportation network; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Merritt Island Redevelopment Agency strongly supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor, specifically in the form of Amtrak, from Jacksonville to Miami; and

The Merritt Island Redevelopment Agency requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida and as part of Florida's statewide transportation network.

The Chair thereupon declared the Resolution duly passed and adopted this 24th day of September 2009.

Merritt Island Redevelopment Agency
Board of Directors of Brevard County, Fl

Sue Nisbet-Lawrence, Chairperson

Attest:

Cheryl J. Hurren, Special Projects Coordinator

As approved by the Board of Directors on September 24, 2009

MERRITT ISLAND REDEVELOPMENT AGENCY

2575 N. Courtenay Parkway, Room 207
Merritt Island, FL 32953

Phone (321) 454-6610
Fax (321) 454-6611

September 24, 2009

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Ms. Kopelousos:

I am writing to express the strong support of the Merritt Island Redevelopment Agency regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Merritt Island Redevelopment Agency resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Sue Nisbet-Lawrence
Chairperson – Board of Directors

cc: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

MERRITT ISLAND REDEVELOPMENT AGENCY

2575 N. Courtenay Parkway, Room 207
Merritt Island, FL 32953

Phone (321) 454-6610
Fax (321) 454-6611

September 24, 2009

Michael J. Busha, Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Mr. Busha:

I am writing to express the strong support of the Merritt Island Redevelopment Agency regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Merritt Island Redevelopment Agency resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Sue Nisbet-Lawrence

Sue Nisbet-Lawrence
Chairperson – Board of Directors

MERRITT ISLAND REDEVELOPMENT AGENCY

2575 N. Courtenay Parkway, Room 207
Merritt Island, FL 32953

Phone (321) 454-6610
Fax (321) 454-6611

September 24, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

I am writing to express the strong support of the Merritt Island Redevelopment Agency regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Merritt Island Redevelopment Agency resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Sue Nisbet-Lawrence
Chairperson – Board of Directors

RESOLUTION 2009-29

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAPE CANAVERAL, BREVARD COUNTY, FLORIDA, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like The City of Cape Canaveral; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in The City of Cape Canaveral and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

THE CITY OF CAPE CANAVERAL supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

THE CITY OF CAPE CANAVERAL requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 1st day of September, 2009.

Rocky Randels, Mayor

ATTEST:

Mia Goforth, Acting Deputy City Clerk

Name	For	Against
Robert Hoog	X	
Buzz Petsos	Motion	
Rocky Randels	X	
Shannon Roberts	X	
Betty Walsh	Second	

Approved as to Form:

Anthony A. Garganese, City Attorney

RESOLUTION 09-01

A RESOLUTION OF THE GREATER COCOA COMMUNITY PARTNERSHIP, INC., DBA COCOA MAIN STREET, REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARMTNET OF TRANSPORTATION TO PRIORITIZE THE INTERCITY RAIL COMPOENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIANI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Cocoa, Brevard County, Florida; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local government and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Cocoa, Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

GREATER COCOA PARTNERSHIP, INC., DBA COCOA MAIN STREET supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

GREATER COCOA PARTNERSHIP, INC., DBA COCOA MAIN STREET requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrack/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 23rd day of September 2009.

Attest:

Theresa Clifton, President/Chairman

Virginia Gaylor, Secretary

COCOA BEACH AREA
Chamber of Commerce

400 Fortenberry Road
Merritt Island, Florida 32952

RESOLUTION

A RESOLUTION OF THE *COCOA BEACH AREA CHAMBER OF COMMERCE* REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Brevard County/ and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

Cocoa Beach Area Chamber of Commerce supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

Cocoa Beach Area Chamber of Commerce requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Cocoa Beach Area Chamber of Commerce thereupon declared the Resolution duly passed and adopted this 9 day of September 2009.

Attest:

President/CEO

Melissa Stains CEO/President

(Name) Title

FLORIDA'S SPACE COAST™
Orlando's Closest Beaches

September 18, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

I am writing to express the strong support of the Florida's Space Coast Office of Tourism regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

Florida's Space Coast Office of Tourism resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Robert Varley,
Executive Director

Space Coast Office of Tourism
2725 Judge Fran Jamieson Way • # B-105 • Viera, FL 32940 • 877.57.BEACH • www.space-coast.com

FLORIDA'S SPACE COAST™
Orlando's Closest Beaches

September 18, 2009

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwanne Street
Tallahassee, FL 32399

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Ms. Kopelousos:

I am writing to express the strong support of the Florida's Space Coast Office of Tourism regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

Florida's Space Coast Office of Tourism resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Robert Varley,
Executive Director

cc: Michael Busha, Executive Director, Treasure Coast Regional Planning Council

Space Coast Office of Tourism
430 Brevard Ave. • Suite #150 • Cocoa Village, FL 32922 • Phone: 321.433.4470 • Fax: 321.433.4476 • 877.57.BEACH
www.space-coast.com

RESOLUTION 9-09

A RESOLUTION OF THE CITY OF MELBOURNE AIRPORT AUTHORITY, FLORIDA EXPRESSIN SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATIO ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE AIRPORT COMMITMENT TO THE PROJECT; AND FOR OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coa and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery a Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhar economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, working with the Florida Department of Transportation and other agencies, several potential locations have be identified within the City of Melbourne that could accommodate a future passenger transit station, one of which is on Airp property.

NOW THEREFORE BE IT RESOLVED THAT:

SECTION 1: The City of Melbourne Airport Authority strongly supports the State of Florida's ARRA funding application the "Amtrak/FEC Corridor Project";

SECTION 2: Working with the Florida Department of Transportation, Amtrak and other agencies, the City of Melbourne h preliminarily identified several potential station locations, which are identified on Exhibit A; and

SECTION 3: The City of Melbourne Airport Authority agrees with the general project concept whereby (1) Amtrak wou operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capi improvements, including basic stations; (3) the Melbourne Airport Authority shall make the proposed site available for s station if selected, subject to FAA approval, and (4) once constructed, the City of Melbourne would be responsible maintaining the station facility and amenities.

This Resolution was duly passed at a Regular Meeting of the Melbourne Airport Authority, Brevard County, Florida, on the 16th day of September, 2009.

ATTEST:

BY: Harry C. Goode, Jr.
Harry C. Goode, Jr., Chairman
Melbourne Airport Authority

Richard A. Ennis
Executive Director

CITY OF MELBOURNE)
AIRPORT AUTHORITY)
COUNTY OF BREVARD)
STATE OF FLORIDA)

I HEREBY CERTIFY that the foregoing constitutes a full, true, and correct copy of Resolution No. 9-09 passed by the City of Melbourne Airport Authority, Melbourne, Florida at a Regular Meeting of the Authority held at the Melbourne International Airport in the City of Melbourne, Florida on the 16th day of September, A.D., 2009.

WITNESS my hand and the official seal of the City of Melbourne Airport Authority, Melbourne, Florida, this 16th day of September, 2009.

Richard A. Ennis
RICHARD A. ENNIS, CPFO
Executive Director
City of Melbourne Airport Authority

RESOLUTION 09-01

A RESOLUTION OF THE TOWN OF CLOUD LAKE, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the Town of Cloud Lake; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Cloud Lake and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT THE TOWN OF CLOUD LAKE requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Mayor thereupon declared the Resolution duly passed and adopted this 13th day of August 2009.

TOWN OF CLOUD LAKE

Betty G. James

Betty G. James, Mayor

Attest:

Dorothy C. Gravelin

Dorothy C. Gravelin, Town Clerk

COCOA BEACH HOTEL LODGING ASSOCIATION
cocoabeachnow.com

RECEIVED
SEP 14 2009
TREASURE COAST
REGIONAL PLANNING COUNCIL

Michael J. Busha, Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Mr. Busha:

I am writing to express the strong support of the Cocoa Beach Area Hotel and Lodging Association regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would greatly expand tourist access at a time when our area sorely needs it. In addition, it would improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The 15 member hotels of the Cocoa Beach Area Hotel and Lodging Association resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Tom Williamson
President
Cocoa Beach Area Hotel and Lodging Association

cc: Charlie Crist, Governor, State of Florida
Stefanie Kopelousos, Secretary of Transportation, Florida Department of Transportation

Cocoa Beach Area Hotel and Lodging Association – Committee of Continuing Existence
976 Brevard Avenue, Rockledge, FL 32955 / Phone (321) 433-1191 / Fax (321) 433-2722

RESOLUTION 2009-31

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF COCOA BEACH, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Brevard County and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT THE COMMISSION OF THE CITY OF COCOA BEACH, as follows:

The City of Cocoa Beach supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

The City of Cocoa Beach requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2: Effective Date: This resolution shall become in full effect upon adoption.

Upon Motion by Commissioner ---------- and Seconded by Commissioner ----------, this Resolution was duly adopted at a Regular Meeting of the City Commission of the City of Cocoa Beach, Florida, held on the 17th day of September 2009.

Approved by consensus

Ayes:	5
Nays:	0
Absent or Abstaining:	0

Leon "Skip" Beeler,
Mayor-Commissioner

ATTEST:

Loredana Kalaghchy, CMC
City Clerk

RESOLUTION 09-01

A RESOLUTION OF THE COCOA COMMUNITY REDEVELOPMENT AGENCY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Cocoa, Florida; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Cocoa Florida and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

The Cocoa Community Redevelopment Agency supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor from Jacksonville to Miami, specifically in the form of Amtrak; and

The Cocoa Community Redevelopment Agency requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 1st day of September 2009.

Attest:

Michael C. Blake

Michael C. Blake, Chairman

ATTEST: _____

Heidi Byron, Recording Secretary

STATE OF FLORIDA
COUNTY OF BREVARD

This is to certify that the foregoing is a true and correct copy of records filed in the office of the City Clerk.
Witness my hand and official seal this 2nd **day of** Sept **, 20** 09
JOAN CLARK, CITY CLERK
CITY OF COCOA, FLORIDA
BY Joan Clark

RESOLUTION NO: 09-02

A RESOLUTION OF THE DELRAY BEACH COMMUNITY REDEVELOPMENT AGENCY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Delray Beach; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in downtown Delray Beach and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Delray Beach Community Redevelopment Agency requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted on the 28 day of May 2009.

Attest:

Frank Wheat, Chair

Diane Colonna, Executive Director

RESOLUTION 2009-___

A RESOLUTION BY THE FLAGLER COUNTY CHAMBER OF COMMERCE AND AFFILIATES REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to areas such as Flagler County – specifically the City of Bunnell, the seat of Flagler County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad, such as a station in the City of Bunnell; and

WHEREAS, local governments, such as those of the City of Bunnell and Flagler County, and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired along Florida's east coast and through the City of Bunnell and Flagler County; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses within Flagler County; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects, which would be of great assistance to the unemployed workers throughout Flagler County ; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE FLAGLER COUNTY CHAMBER OF COMMERCE AND AFFILIATES, PALM COAST, FLORIDA as follows:

SECTION 1. The Flagler County Chamber of Commerce and Affiliates requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal Economic Stimulus package for the State of Florida.

SECTION 2. All resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION 3. This resolution shall become effective immediately upon its adoption.

PASSED this 29th DAY OF May, 2009.

FLAGLER COUNTY CHAMBER OF COMMERCE
AND AFFILIATES

Doug Baxter, President

ATTEST:

RDeLorenzo

Rebecca DeLorenzo Executive VP

Delaware North Companies
PARKS & RESORTS

September 16, 2009

The Honorable Charlie Crist, Governor
State of Florida, The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Governor Crist:

I am writing to express strong support of the City of Cocoa, regarding the reintroduction of the Amtrak passenger service on the FEC Corridor along Florida's east coast. The Kennedy Space Center Visitor Complex (Delaware North Parks and Resorts) enjoys visitation of 1.5 million guests per year and support visitation to the destination in all forms. Four of the top five feeder markets to our destination are located on the east coast of the U.S. Interconnectivity provided by rail transit would allow the community to flourish.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity and expand quality of life opportunities for our residents. Transit is also a critical component of sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the City of Cocoa resoundingly requests your office prioritize the Amtrak project (termed the Intercity Rail Component of the FEC Corridor Project); from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Respectfully,

William Moore
Chief Operating Officer
Kennedy Space Center Visitor Complex

CC: Secretary of the Treasury
Treasure Coast Regional Planning Council

Mail Code: DNPS Kennedy Space Center, FL 32899 321-452-2121 Fax 321-452-3043

RESOLUTION 09-03

A RESOLUTION OF THE PALM BEACH LEAGUE OF CITIES, INC. REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Palm Beach County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Palm Beach County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE, BE IT RESOLVED BY THE PALM BEACH COUNTY LEAGUE OF CITIES, INC., THAT:

SECTION 1: The Palm Beach County League of Cities, Inc., hereby requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2: The Palm Beach County League of Cities, Inc., requests that a copy of this Resolution be sent to Governor Crist, the Treasure Coast Regional Planning Council and the Florida Department of Transportation.

SECTION 3: This Resolution was proposed and became effective immediately upon its adoption by the Palm Beach County League of Cities, Inc., at its regular meeting of June 24, 2009.

PASSED AND ADOPTED this 24th day of June, 2009

THE PALM BEACH COUNTY
LEAGUE OF CITIES, INC.

Mayor Thomas E. Lynch, President

(SEAL)

ATTEST:

Mo Thornton, Secretary/Treasurer

SPACE COAST ASSOCIATION OF REALTORS®, INC.

105 McLeod Street
Merritt Island, Florida 32953
(321) 452-9490 * FAX: (321) 452-1108 * http://www.space321.com

OFFICERS 2009

Jim Johnston, CCIM 2010
President
305 Brevard Ave.
Cocoa, FL 32922

Al Taylor, GRI, ABR 2011
President Elect
3333 S. Hopkins Ave.
Titusville, FL 32780

Allen Willis 2009
Secretary
101 S. Courtenay Parkway
Ste 201
Merritt Island, FL 32952

Donna Linden 2009
Treasurer
7100 N Atlantic Ave.
Cape Canaveral, FL 32920

Cynthia Kelley, ABR 2009
Immediate Past President
1733 N. Atlantic Ave.
Cocoa, Beach, FL 32931

Leah M. Selig, RCE
Chief Executive Officer

Directors

Lisa Durgin
2009

Jesse "Jay" Parrish, III
2009

Timothy L. Harber
2010

Pat Conner
2010

Michael Heacock
2010

Daniel J. Barber
2011

Tammy Kiser
2010

Greg Loggins
2011

Michael J. Busha, Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Mr. Busha:

I am writing to express the strong support of the Cities of Cocoa, Titusville, and Melbourne regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

The Board of the Space Coast Association of REALTORS® resoundingly requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

James Johnston, CCIM
President

REALTOR®

REALTOR® is a registered mark which identifies a professional in real estate who subscribes to a strict Code of Ethics as a member of the NATIONAL ASSOCIATION OF REALTORS®

BEFORE THE STUART COMMUNITY REDEVELOPMENT AGENCY
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 03-09 CRA

A RESOLUTION OF THE BOARD OF THE STUART COMMUNITY REDEVELOPMENT AGENCY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA.

******

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the City of Stuart CRA and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

Resolution 03-09 CRA
Amtrak Passenger Rail Service

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

SECTION 1. The Board of the Stuart Community Redevelopment Agency, Florida requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 2. This Resolution shall take effect upon adoption.

Board Member Waxler **offered the foregoing resolution and moved its adoption. The motion was seconded by** Rifkin **upon being put to a roll call vote, was as follows.**

	YES	NO	ABSENT
JAMES A. CHRISTIE, JR., MAYOR	✓		
MICHAEL J. MORTELL, VICE MAYOR	✓		
JEFFREY A. KRAUSKOPF, COMMISSIONER	✓		
MARY L. HUTCHINSON, COMMISSIONER	✓		
CAROL S. WAXLER, COMMISSIONER	✓		
SAMIA FERRARO, BOARD MEMBER	✓		
GENE RIFKIN, BOARD MEMBER	✓		

ADOPTED this 22nd day of June, 2009.

ATTEST:

CHERYL WHITE
SECRETARY

James A. Christie Jr.
JAMES A. CHRISTIE, JR.
BOARD CHAIRMAN

APPROVED AS TO FORM AND CORRECTNESS:

PAUL J. NICOLETTI, CITY ATTORNEY

CITY OF STUART · FLORIDA · INCORPORATED 1914 · SAILFISH CAPITAL OF THE WORLD

RESOLUTION NO. 2009-71

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF WELLINGTON, FLORIDA REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like the Treasure Coast; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in the Village of Wellington and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF WELLINGTON, FLORIDA that:

SECTION 1. The above recitals are adopted as being true and correct.

SECTION 2. Requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jackson to Miami) as part of the Federal economic stimulus package for the State of Florida.

SECTION 3. The Village Clerk is hereby directed to send a copy of this Resolution to The Honorable Charlie Crist, Governor, Ms. Stephanie Kopelousos, Secretary of Transportation and Mr. Michael J. Busha, Executive Director, Treasure Coast Regional Planning Council.

SECTION 4. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED this 15th day of September, 2009.

ATTEST:

BY: _____
Awilda Rodriguez, Village Clerk

VILLAGE OF WELLINGTON, FLORIDA

BY _____
Darell Bowen, Mayor

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

BY: _____
Jeffrey S. Kurtz, Village Attorney

RESOLUTION 09-2009

A RESOLUTION OF THE ECONOMIC COUNCIL OF MARTIN COUNTY REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS TO PRIORITIZE THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (FROM JACKSONVILLE TO MIAMI) AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to urban areas like Martin County; and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Martin County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

ECONOMIC COUNCIL OF MARTIN COUNTY requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida.

The Chair thereupon declared the Resolution duly passed and adopted this 8th day of May, 2009.

Attest:

Robert Raynes, Chairman

Robert Raynes Chairman/Mayor

Tammy Simoneau Executive Committee

RESOLUTION 09- 184

A RESOLUTION OF THE BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS SUPPORTING THE INTERCITY RAIL COMPONENT OF THE FEC CORRIDOR PROJECT (IN THE FORM OF AMTRAK SERVICE) FROM JACKSONVILLE TO MIAMI AND REQUESTING THE ASSISTANCE OF GOVERNOR CRIST AND FLORIDA DEPARTMENT OF TRANSPORTATION SECRETARY KOPELOUSOS PRIORITIZE THE PROJECT AS PART OF THE FEDERAL ECONOMIC STIMULUS PACKAGE FOR THE STATE OF FLORIDA AND AS PART OF FLORIDA'S STATEWIDE TRANSPORTATION NETWORK.

WHEREAS, the FEC corridor was historically operated as a passenger rail line along Florida's east coast, traversing or providing rail connections to communities in Brevard County, and

WHEREAS, Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, local governments and the private sector along Florida's east coast are currently implementing programs to redevelop historic downtowns built around train stations; and

WHEREAS, improved mobility is highly desired in Brevard County and throughout the State of Florida; and

WHEREAS, transit, including rail transit, is a key component of improved mobility, especially between cities and throughout the Florida's east coast; and

WHEREAS, the 2006 Florida Rail Plan identifies passenger transit along the FEC corridor as a potential "Coastal Route" for new passenger rail service in the State of Florida as part of Florida's statewide transportation network; and

WHEREAS, Amtrak is well-suited to provide passenger rail service along Florida's east coast; and

WHEREAS, the reintroduction of Amtrak service along Florida's east coast would provide near-term jobs and economic stimulus for Florida's residents and businesses; and

WHEREAS, the Federal Government is seeking appropriate projects for inclusion in the Federal economic stimulus package to provide immediate and near-term job opportunities for projects; and

WHEREAS, the Intercity FEC Corridor Project (Jacksonville/Miami) is an appropriate project for inclusion by the State of Florida in the American Recovery and Reinvestment Plan; and

WHEREAS, former work by Amtrak and FDOT includes plans for the improvements necessary to initiate Amtrak service on the FEC corridor;

NOW THEREFORE BE IT RESOLVED THAT:

BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS strongly supports the Intercity FEC Corridor Project and the reintroduction of passenger transit on the FEC Rail Corridor, specifically in the form of Amtrak, from Jacksonville to Miami; and

BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS requests the assistance of Governor Crist and FDOT Secretary Kopelousos to prioritize the Amtrak/FEC Corridor Project (from Jacksonville to Miami) as part of the Federal economic stimulus package for the State of Florida and as part of Florida's statewide transportation network.

The Chair thereupon declared the Resolution duly passed and adopted this 15th day of September 2009.

Attest:

Scott Ellis, Clerk

(SEAL)

BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA

Chuck Nelson, Chairman

As approved by the Board on _____

SEP 15 2009

STATE OF FLORIDA
COUNTY OF BREVARD

This is to certify that the foregoing is a true and current copy of Res# 09-184 witness my hand and official seal this 21 day of September 20 09

SCOTT ELLIS
Clerk Circuit Court
BY _____ D.C.

Brevard Workforce Development Board Inc.

September 9, 2009

Ms. Stephanie Kopelousos
Secretary of Transportation
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

Subject: Reintroduction of Amtrak Passenger Service on the FEC Corridor in Florida

Dear Ms. Kopelousos:

I am writing to express the strong support of the Brevard Workforce regarding the reintroduction of Amtrak passenger service on the FEC Corridor along Florida's east coast. Brevard County was formed historically with the introduction of Flagler's railroad in the early 1900s, and our community flourished with the easy interconnectivity provided by rail transit.

Amtrak passenger service along the coastline is a missing piece of the transportation network in Brevard County. Passenger train service would expand tourist access, expand economic development opportunities, improve interconnectivity, and expand quality of life opportunities for our residents. Transit is also a critical component of a sustainable transportation network, one that will help promote Florida's green economy and improve energy independence.

Brevard Workforce requests your office prioritize the Amtrak project (termed the "Intercity Rail Component of the FEC Corridor Project"), from Jacksonville to Miami, as part of the Federal economic stimulus package for the State of Florida. We appreciate your leadership in helping secure this important investment in Florida's sustainable future.

Sincerely,

Marci L. Brilley

Marci L. Brilley
Vice President of Operations

cc: Michael J. Busha, Executive Director
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

597 Haverty Court, Suite 40, Rockledge, Florida 32955 • PH: (321) 394-0700 • FAX: (321) 504-2065
www.bwdb.org • www.brevardjoblink.org

RESOLUTION 2009-30

A RESOLUTION OF THE CITY OF THE CITY COMMISSION FOR THE CITY OF ST. AUGUSTINE, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND FOR OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, the City of St. Augustine is home to the railroad depot, Circa 1883, for the railroad known as the Jacksonville, St. Augustine & Halifax River Railroad which was acquired by Henry Flagler; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, multiple potential locations have been identified within the City of St. Augustine that could accommodate a future passenger transit station; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City of St. Augustine; and

WHEREAS, the attached Exhibit "A" identifies potential Amtrak station sites in the City of St. Augustine as they relate to adopted future land use designations, zoning designations, historic preservation districts, National Register historic districts/sites, designated entry corridors and trolley routs, and established Community Redevelopment Areas;

NOW, THEREFORE, BE IT RESOLVED THAT:

Section 1. The City of St. Augustine strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project" and a station to be located in the City of St. Augustine.

Section 2. Working with the Florida Department of Transportation, Amtrak, and other agencies, the City of St. Augustine has preliminarily identified a series of potential station locations, which are identified on Exhibit "A" attached hereto and incorporated herein by reference.

Section 3. The City of St. Augustine agrees with the general project concept whereby: (1) Amtrak would operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed inside the City of St. Augustine, the City of St. Augustine would be responsible for maintaining the station facility and amenities.

PASSED AND ADOPTED by the City Commission for the City of St. Augustine, Florida this 14th day of September, 2009.

ATTEST:

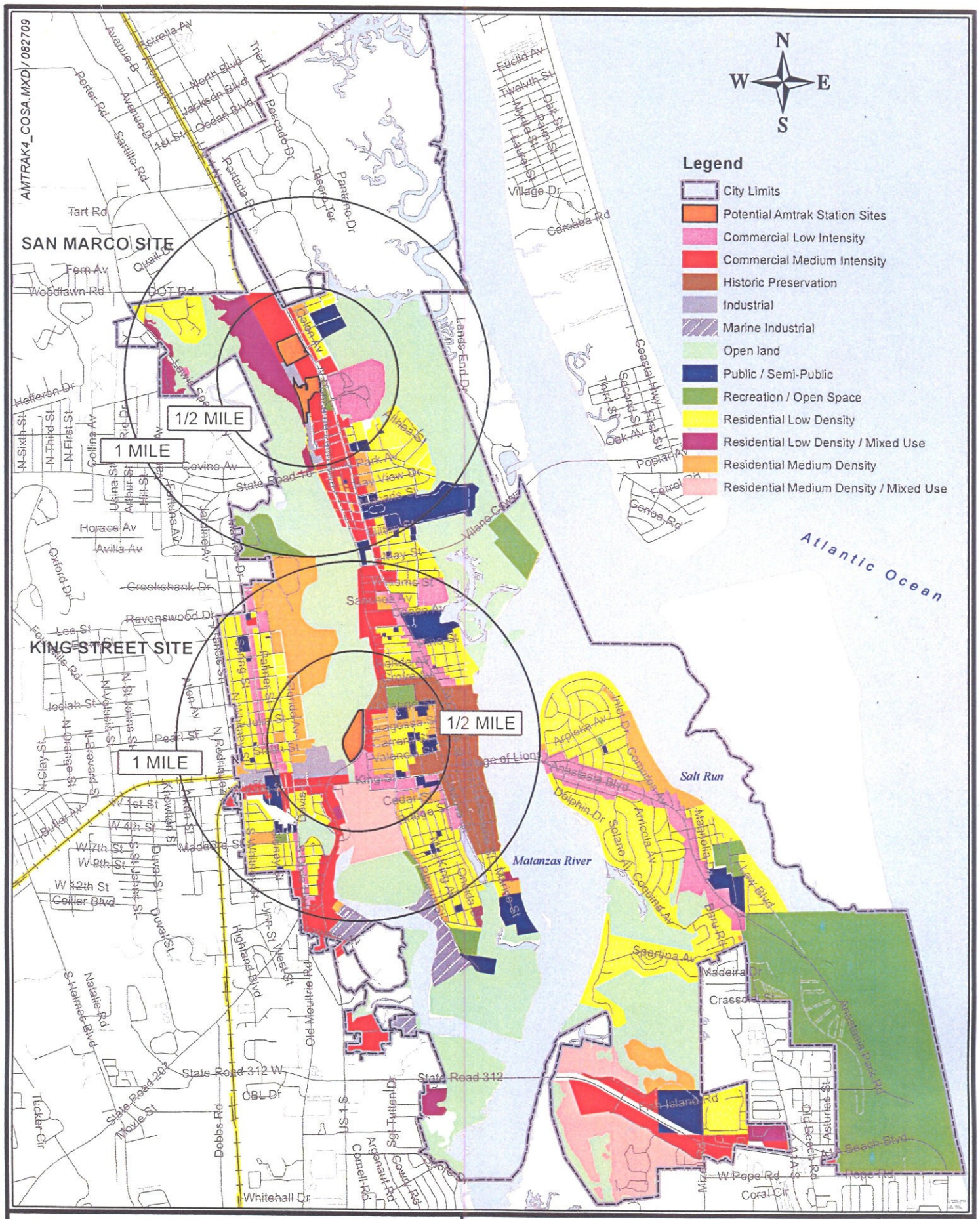
Karen Rogers

Commissioner
Karen Rogers, CMC, City Clerk
(SEAL)

Joe Boles, Mayor-Commissioner

CORPORATION OF THE CITY OF ST. AUGUSTINE

Exhibit "A"



City of St. Augustine

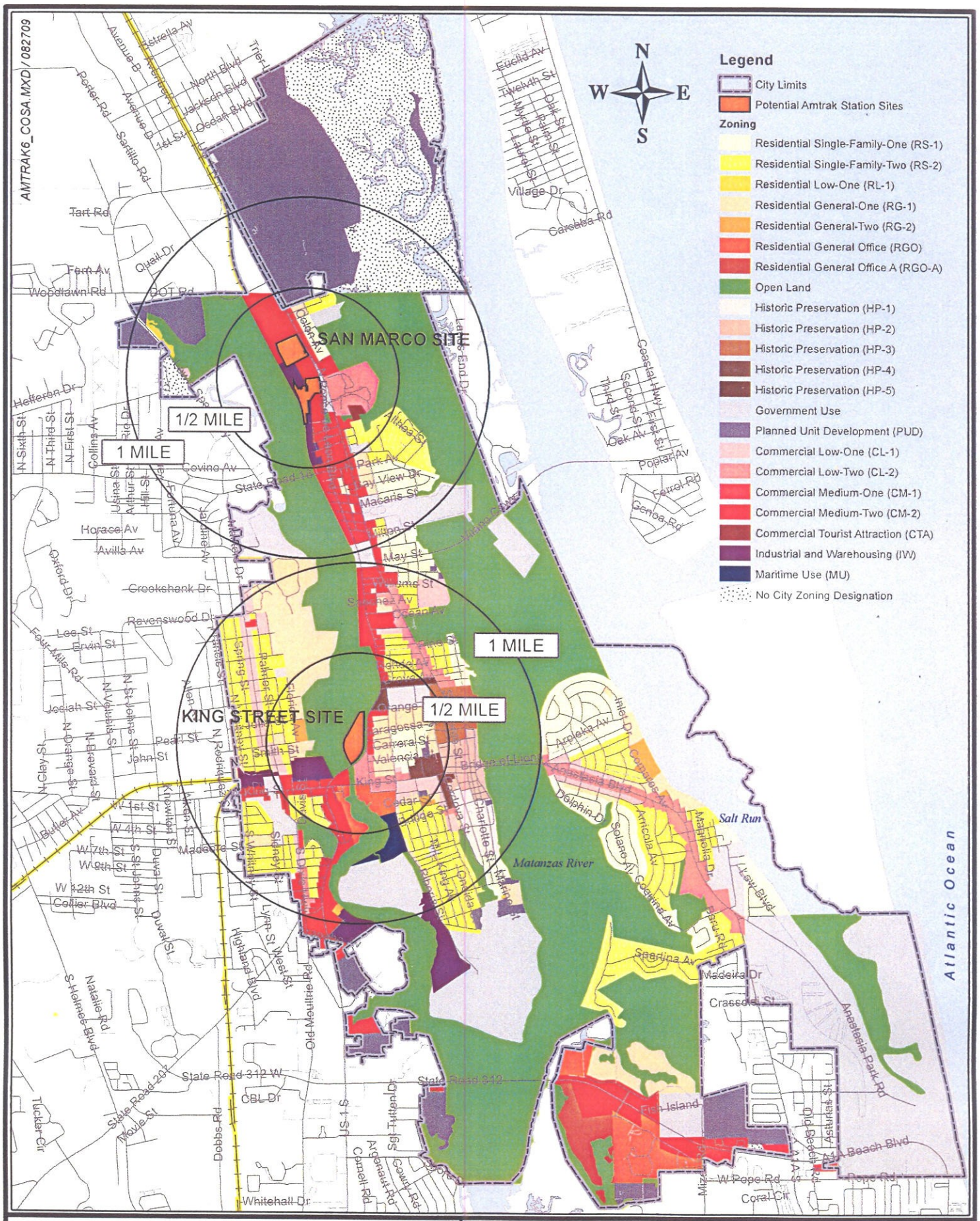
PLANNING & BUILDING DEPARTMENT

P.O. Box 210, St. Augustine, FL 32085 Phone: (904) 825-1065

FUTURE LAND USE

SHEET 1 of 6

Exhibit "A"

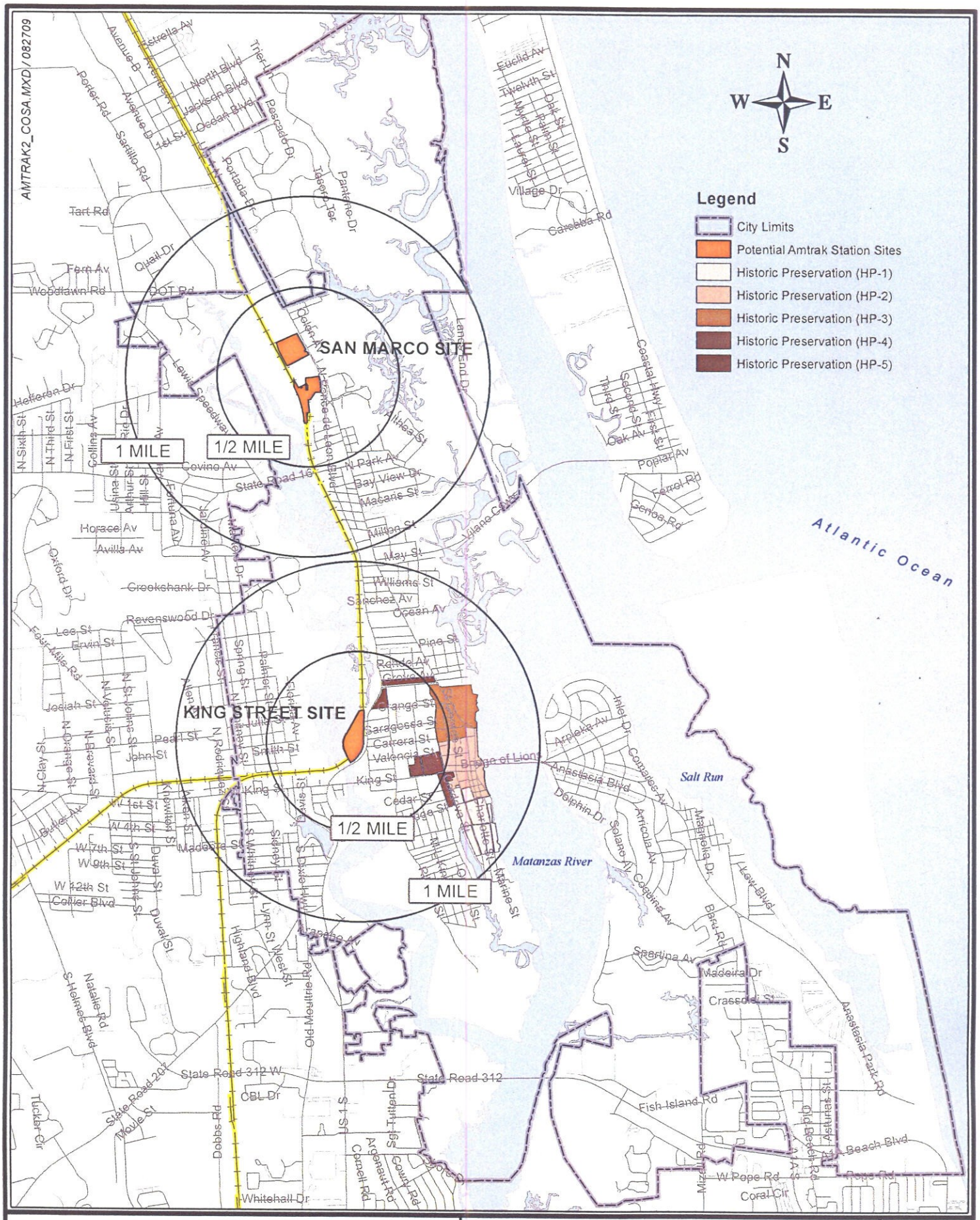


City of St. Augustine
PLANNING & BUILDING DEPARTMENT
P.O. Box 210, St. Augustine, FL 32085 Phone: (904) 825-1065

ZONING

SHEET 2 of 6

Exhibit "A"



City of St. Augustine

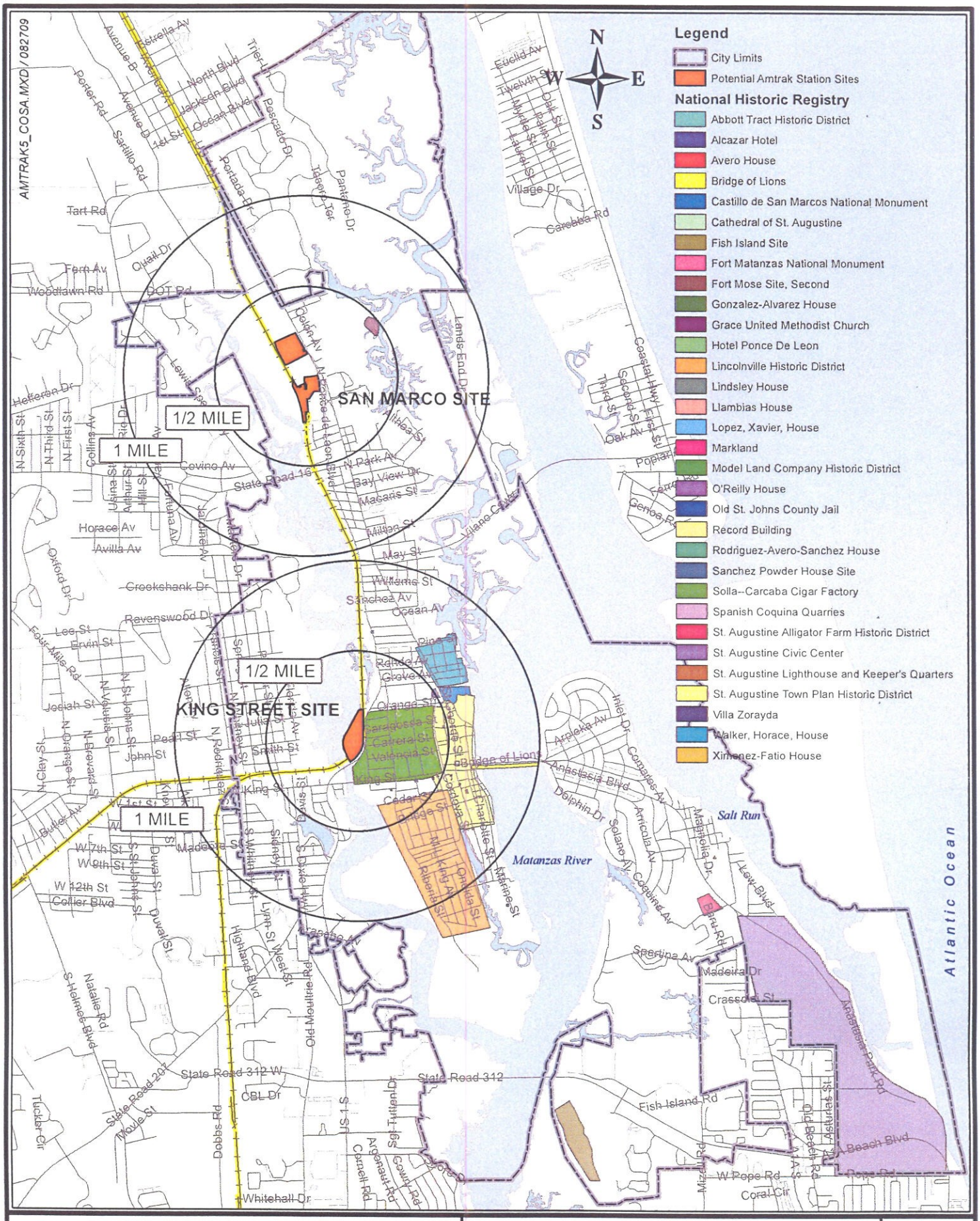
PLANNING & BUILDING DEPARTMENT

P.O. Box 210, St. Augustine, FL 32085 Phone: (904) 825-1065

HISTORIC PRESERVATION DISTRICTS

SHEET 3 of 6

Exhibit "A"

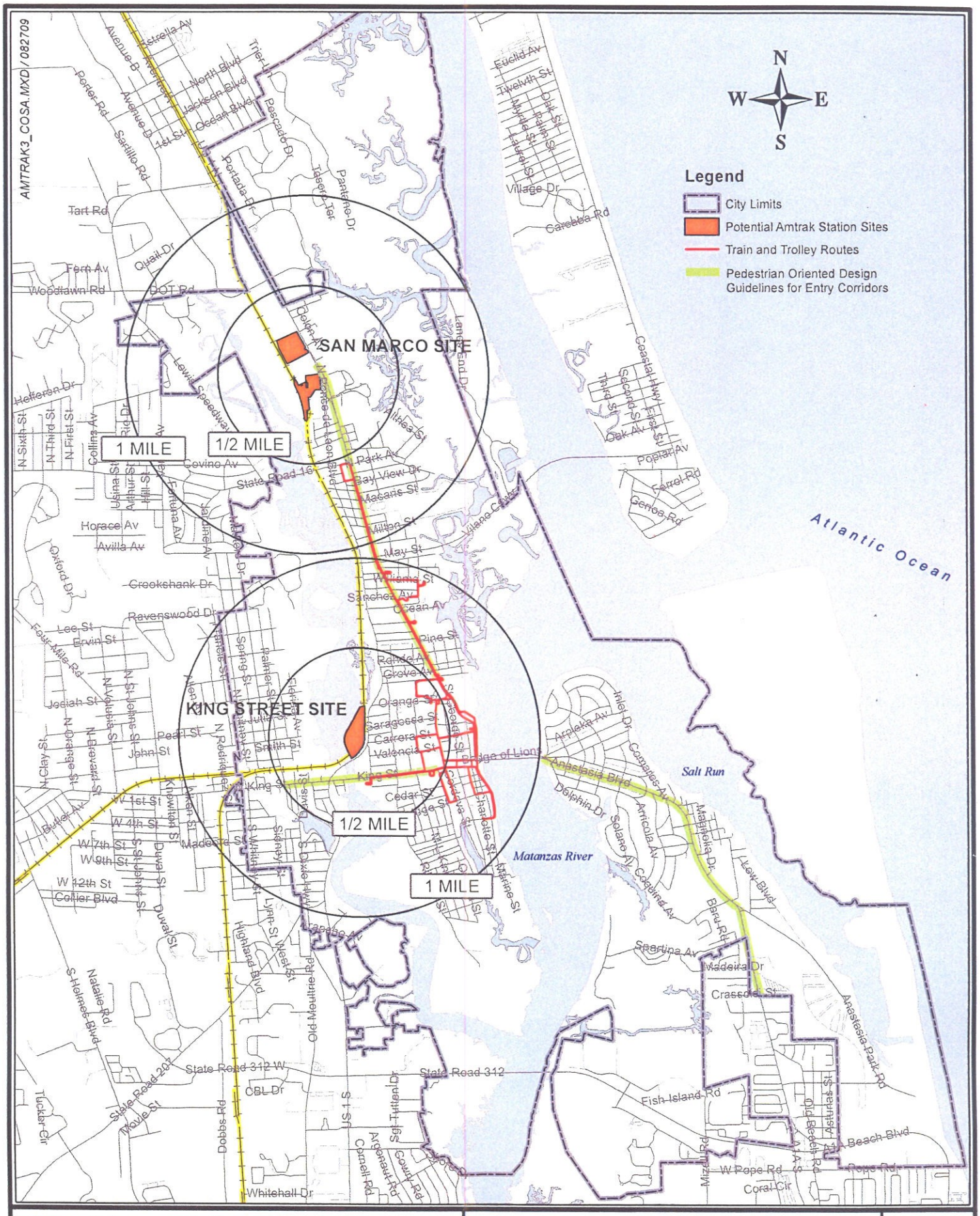


City of St. Augustine
PLANNING & BUILDING DEPARTMENT
P.O. Box 210, St. Augustine, FL 32085 Phone: (904) 825-1065

NATIONAL REGISTER HISTORIC DISTRICTS / SITES

SHEET 4 of 6

Exhibit "A"



City of St. Augustine

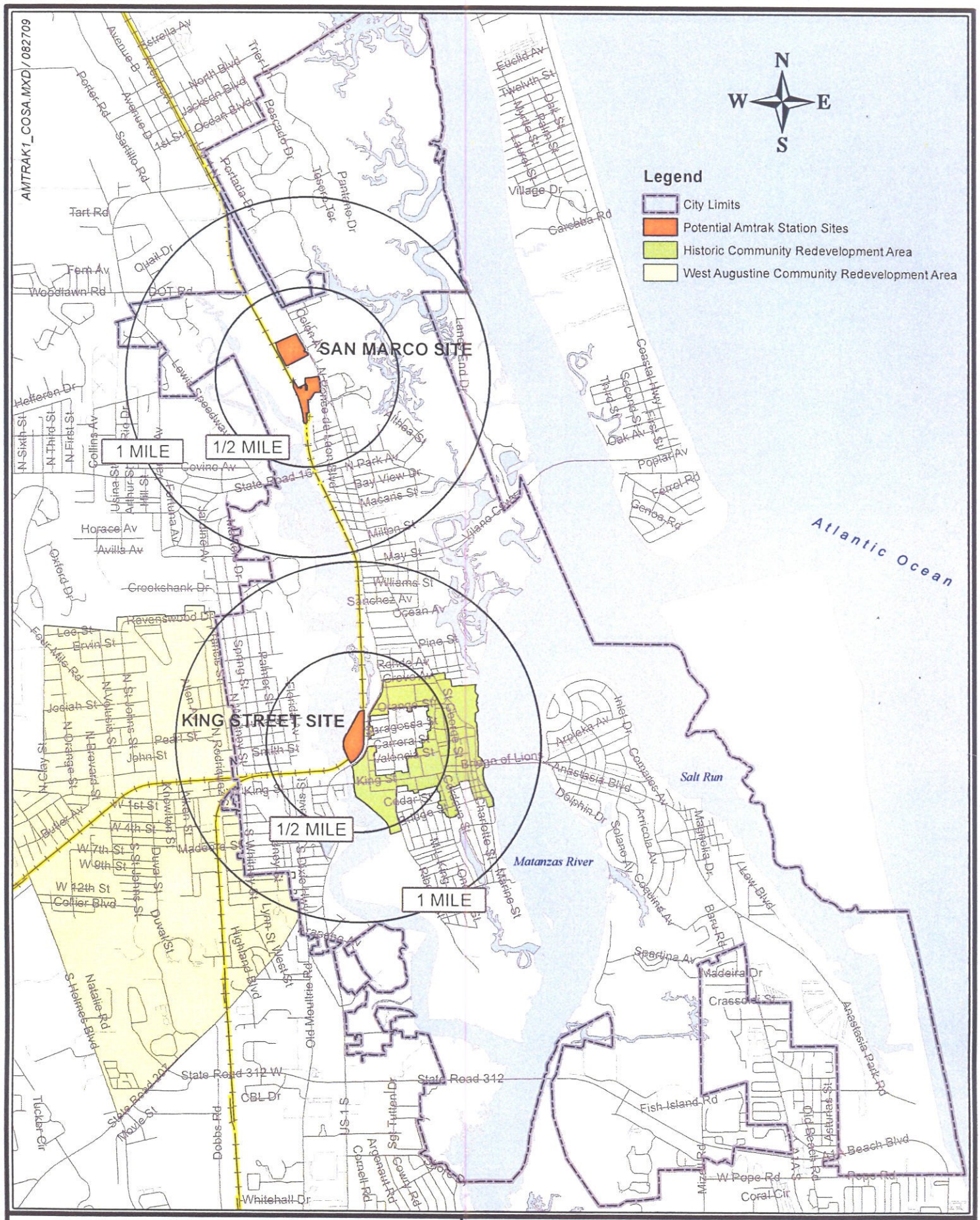
PLANNING & BUILDING DEPARTMENT

P.O. Box 210, St. Augustine, FL 32085 Phone: (904) 825-1065

ENTRY CORRIDORS AND TROLLEY ROUTES

SHEET 5 of 6

Exhibit "A"



City of St. Augustine
PLANNING & BUILDING DEPARTMENT
P.O. Box 210, St. Augustine, FL 32085 Phone: (904) 825-1065

COMMUNITY REDEVELOPMENT AREAS

SHEET 6 of 6

RESOLUTION NO. 39-2009

A RESOLUTION OF THE CITY OF TITUSVILLE, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND FOR OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, several potential locations have been identified within the City of Titusville that could accommodate a future passenger transit station; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City of Titusville.

NOW THEREFORE BE IT RESOLVED THAT:

SECTION 1: The City of Titusville strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project";

SECTION 2: Working with the Florida Department of Transportation, Amtrak, and other agencies, the City of Titusville has preliminarily identified a series of potential station locations, which are identified on Exhibit A; and

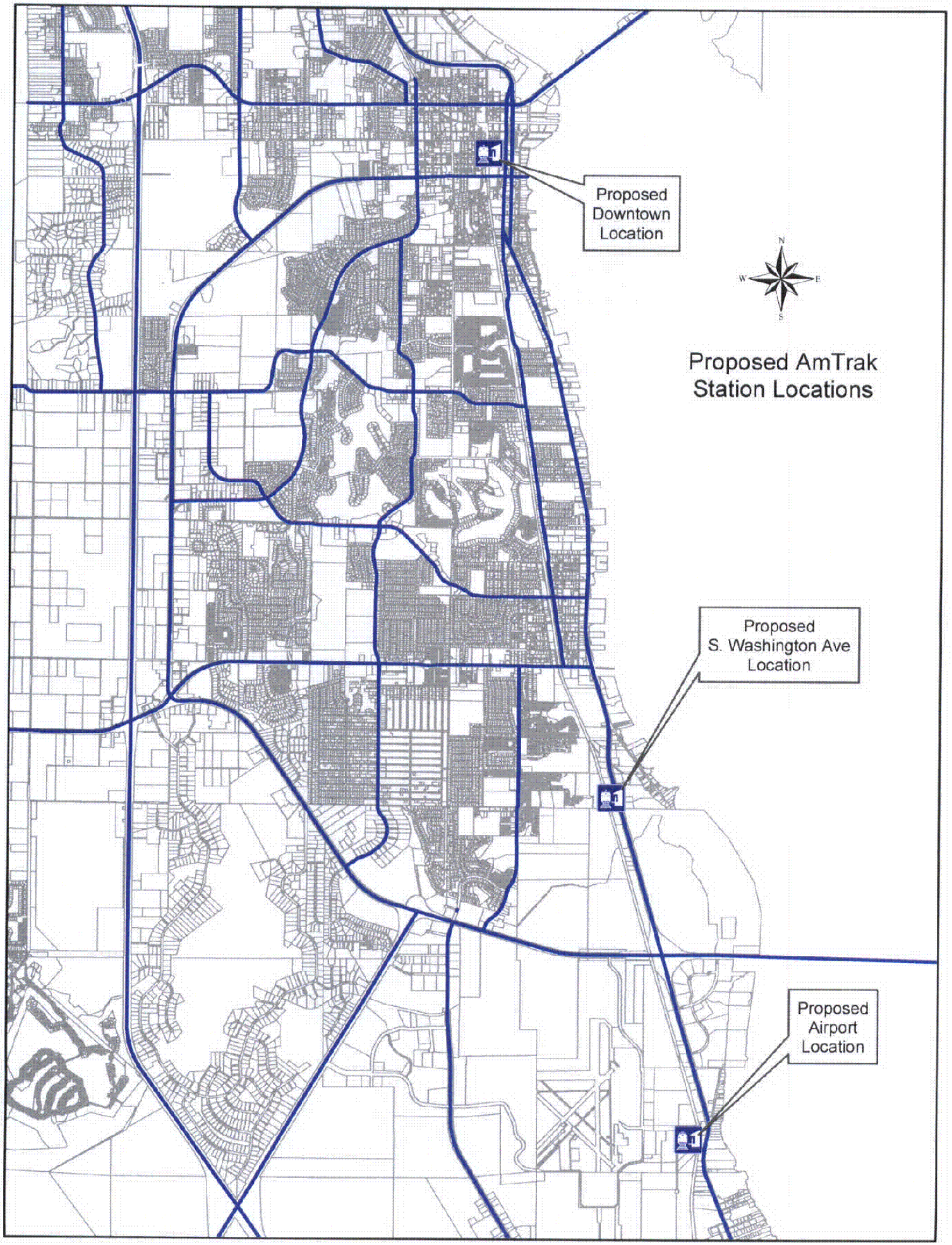
SECTION 3: The City of Titusville agrees with the general project concept whereby (1) Amtrak would operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed, the City of Titusville would be responsible for maintaining the station facility and amenities.

PASSED AND ADOPTED, this 8th day of September, 2009.

James H. Tulley, Jr., Mayor

ATTEST:

Wanda F. Wells, City Clerk


Proposed Downtown Location
N
W
E
S
Proposed AmTrak Station Locations
Proposed S. Washington Ave Location
Proposed Airport Location

RESOLUTION NO. 3090

A RESOLUTION OF THE CITY OF MELBOURNE, BREVARD COUNTY, FLORIDA, EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND PROVIDING FOR ADOPTION.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, several potential locations have been identified within the City of Melbourne that could accommodate a future passenger transit station; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City of Melbourne.

BE IT RESOLVED BY THE CITY OF MELBOURNE, FLORIDA:

SECTION 1. That the City of Melbourne hereby supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project.

SECTION 2. That working with the Florida Department of Transportation, Amtrak, and other agencies, the City of Melbourne has preliminarily identified a series of potential station locations, which are identified on Exhibit A.

SECTION 3. That the City of Melbourne agrees with the general project concept whereby (1) Amtrak would operate the passenger services; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed, the City of Melbourne would be responsible for maintaining the station facility and amenities.

SECTION 4. That this resolution shall be in full force and effect immediately upon adoption in accordance with the Charter of the City of Melbourne.

SECTION 5. That this resolution was duly adopted at a regular meeting of the City Council on the 15th day of September, 2009.

BY: _____
Harry C. Goode, Jr., Mayor

ATTEST:

_____
Cathleen A. Wysor, City Clerk

Resolution No. 3090

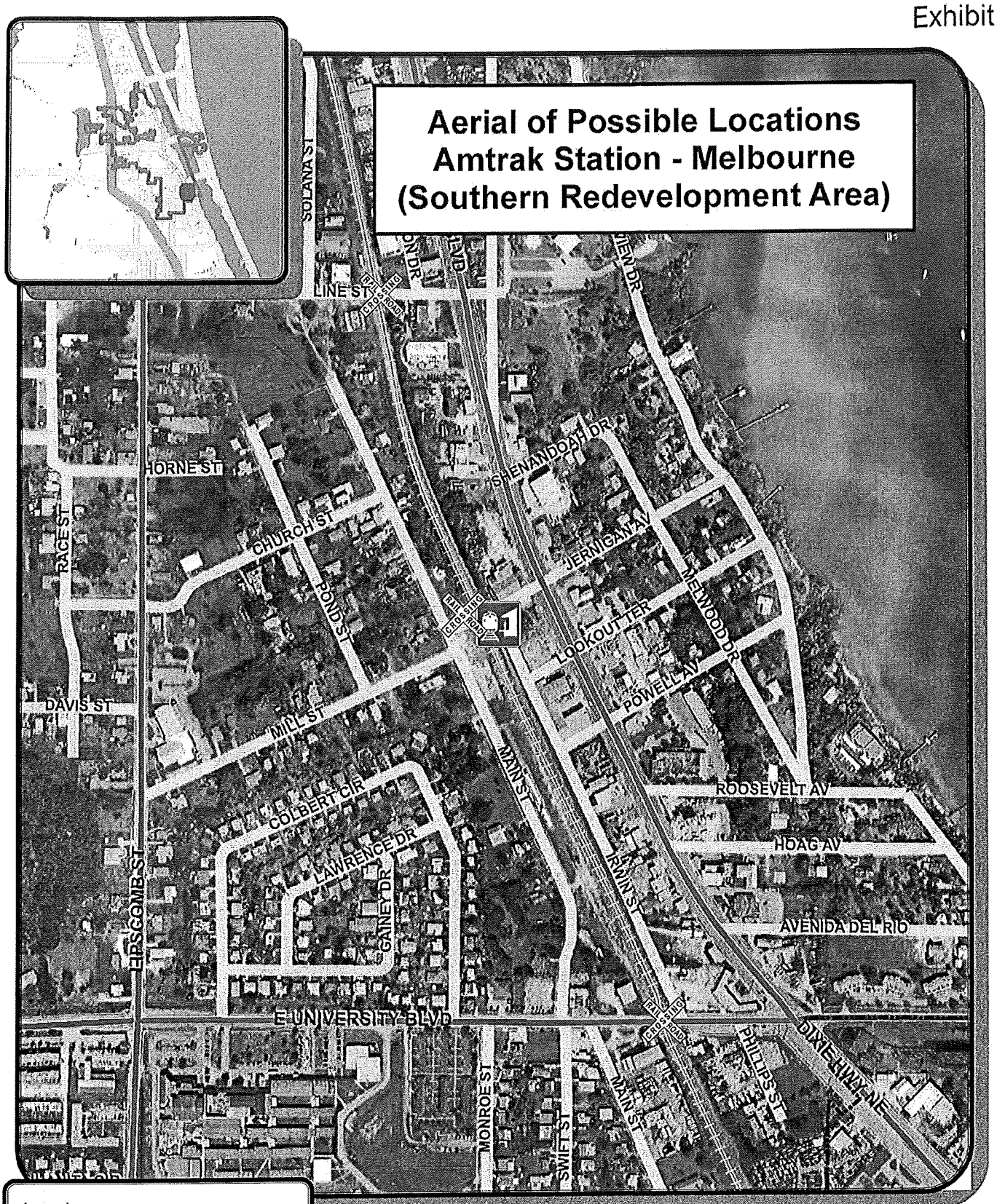
Attachment: Exhibit A

STATE OF FLORIDA
COUNTY OF BREVARD
CITY OF MELBOURNE

This is to certify that the foregoing is a true & correct copy of Resolution No. 3090, witness my hand and seal this 17th day of September, 2009.
Cathleen A. Wysor, City Clerk

By: _____
Catherine L. Baker, Assistant City Clerk

Aerial of Possible Locations Amtrak Station - Melbourne (Southern Redevelopment Area)



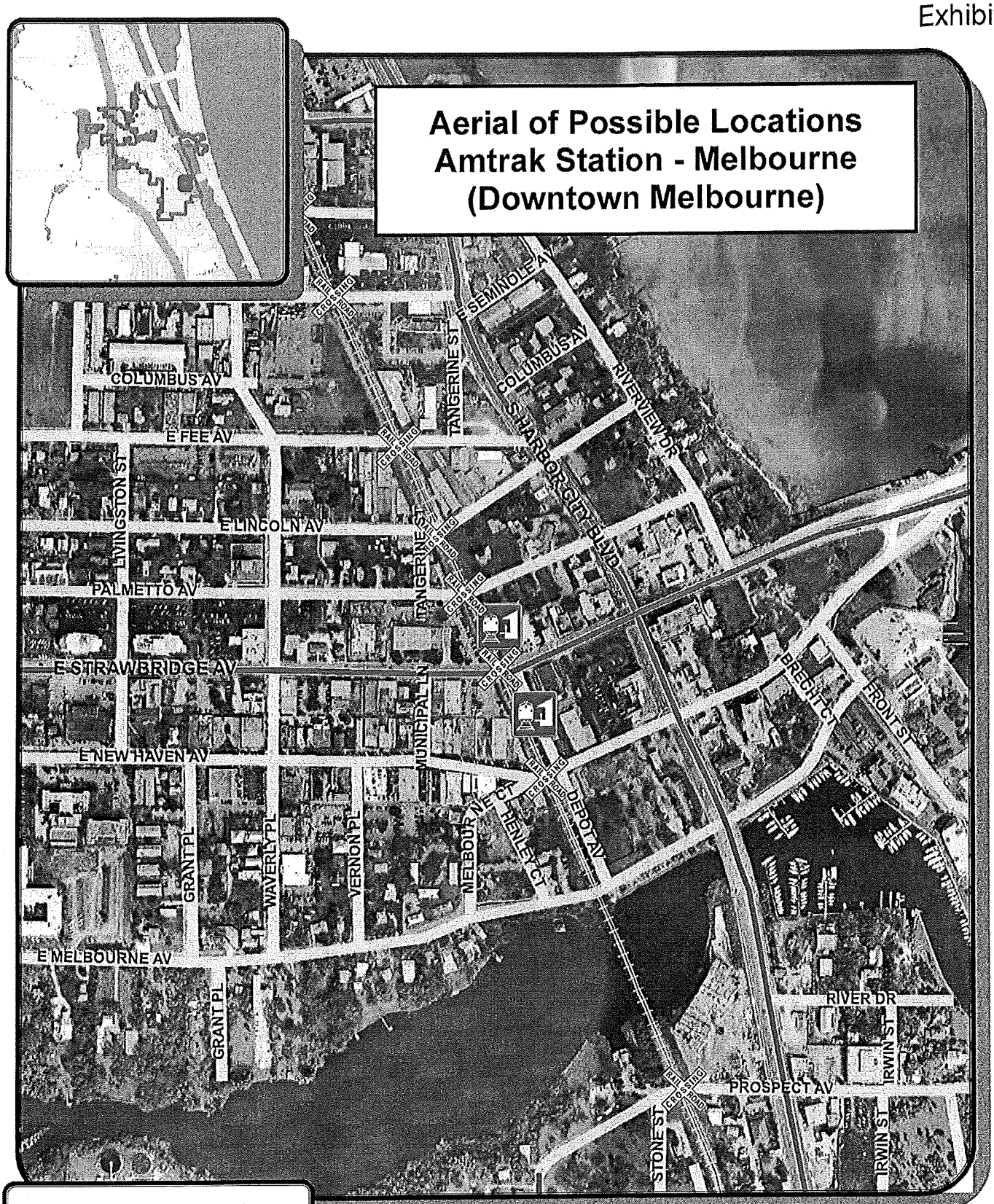
Legend

- Rail
- I-95
- Major Road
- Road
- Melbourne International Airport
- Downtown Melbourne
- Southern Redevelopment Area
- Grade Level Crossings

500 0 500 1,000 Feet

Map Title:
Aerial_SouthernLocation
Map & PDF Location:
G:\SXGIS Team\jstruckman\Temp\CityManager\DCMs\HRats\Incident_5095\Aerial_SouthernLocation.mxd
Created by John Struckman
City of Melbourne GIS Department
Updated at 10:38:36 AM on Sep 03, 2009

Aerial of Possible Locations Amtrak Station - Melbourne (Downtown Melbourne)



Legend

- Rail
- I-95
- Major Road
- Road
- Melbourne International Airport
- Downtown Melbourne
- Southern Redevelopment Area
- Grade Level Crossings

500 0 500 1,000 Feet

Map Title:
Aerial_DowntownLocation
Map & PDF Location:
G:\IS\GIS Team\jstruckman\Temp\CityManager\DCMs\HRailsIncident_5095\Aerial_DowntownLocation.mxd
Created by John Struckman
City of Melbourne GIS Department
Updated at 10:29:45 AM on Sep 03, 2009

Aerial of Possible Locations Amtrak Station - Melbourne (Melbourne International Airport)

Legend

- Rail
- I-95
- Major Road
- Road
- Melbourne International Airport
- Downtown Melbourne
- Southern Redevelopment Area
- Grade Level Crossings

500 0 500 1,000 Feet

Map Title:
Aerial_AirportLocation
Map & PDF Location:
G:\IS\GIS Team\jstruckman\Temp\CityManager\DCM's\HR's\Incident_5095\Aerial_AirportLocation.mxd
Created by John Struckman
City of Melbourne GIS Department
Updated at 10:15:14 AM on Sep 03, 2009

RESOLUTION NO. 2009-27

A RESOLUTION OF THE CITY OF VERO BEACH, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND FOR OTHER PURPOSES.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with Amtrak, to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City of Vero Beach;

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VERO BEACH, FLORIDA, THAT:

Section 1.

The City of Vero Beach strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project."

Section 2.

Working with the Florida Department of Transportation, Amtrak, and other agencies, the City of Vero Beach has preliminarily identified several potential station locations, which are identified in attached Exhibit A.

Section 3.

The City of Vero Beach agrees with the general project concept whereby (1) the State of Florida and Amtrak would operate the passenger service; and (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including stations; and (3) once constructed, the City of Vero Beach would be responsible for maintaining its station facility over time.

****

This Resolution was moved for adoption by Councilmember Fish, seconded by Councilmember Sawnick, and adopted by the following vote:

Mayor Sabin C. Abell	absent
Vice Mayor Thomas P. White	yes
Councilmember Debra Fromang	yes
Councilmember William E. Fish	yes
Councilmember Kevin Sawnick	yes

ATTEST:
FLORIDA

Tammy K. Vock
City Clerk

CITY OF VERO BEACH,

Thomas P. White
Vice Mayor

Approved as to form and legal sufficiency:

Charles P. Vitunac
City Attorney

Approved as conforming to Municipal policy:

James M. Gabbard
City Manager

EXHIBIT "A"
SKETCH OF INFORMATION

"POTENTIAL AMTRAK SITES"

N

NOT TO SCALE

REV. NO	DESCRIPTION	AUTHRZD.BY	DRWN.BY	DATE

POTENTIAL AMTRAK SITES

SKETCH OF INFORMATION	SCALE 1" = 80'	DRWN BY DMM	DATE 08/2009
		CHKD BY MCF	DATE 08/2009

CITY OF VERO BEACH
DEPARTMENT OF PUBLIC WORKS
SURVEY DIVISION

CITY PROJECT NO. 2009-MISC.

SHEET 1 OF 1

RESOLUTION NO. 09-47

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S **AMTRAK / FEC CORRIDOR PROJECT** APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND FOR OTHER PURPOSES; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Florida East Coast (FEC) rail corridor initially operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC railroad; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT) is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, several potential locations have been identified within the City of Fort Pierce that could accommodate a future passenger transit station; and

WHEREAS, working with the Florida Department of Transportation and other agencies a series of preliminary station locations have been identified in the City of Fort Pierce.

NOW THEREFORE BE IT RESOLVED By the City Commission of the City of Fort Pierce, Florida, as follows:

SECTION 1: The City of Fort Pierce strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project";

SECTION 2: Working with the Florida Department of Transportation, Amtrak, and other agencies, the City of Fort Pierce has preliminarily identified a series of potential station locations, which are identified on Exhibit A; and

SECTION 3: The City of Fort Pierce agrees with the general project concept whereby (1) Amtrak would operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed, the City of Fort Pierce would be responsible for maintaining the station facility and amenities.

IN WITNESS WHEREOF, this resolution has been duly adopted on this 8th day of September, 2009.

Robert J. Benton, III, Mayor

ATTEST:

Cassandra Steele, City Clerk

(CITY SEAL)

S FEDERAL HWY
AVENUE A
ORANGE AVE
N 2nd ST
S 2nd ST
CITRUS AVE
BOSTON AVE
BOSTON AVE
550'
FORT PIERCE
SITE (option 1)
DOWNTOWN
N

EXHIBIT

A

FORT PIERCE
SITE 1 (option 2)
DOWNTOWN (west)
AVENUE A
ORANGE AVE
S FEDERAL HWY
BOSTON AVE
CITRUS AVE

FORT PIERCE
SITE 2
DOWNTOWN AVENUE A & FEC
AE BACHUS AVE
AVENUE A
ORANGE AVE

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION 92-09

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S APPLICATION AND INITIATIVE TO PROVIDE AMTRAK PASSENGER SERVICE IN THE FLORIDA EAST COAST RAILWAY CORRIDOR; ACKNOWLEDGING SUITABLE STATION LOCATIONS; ACKNOWLEDGING THE CITY'S STRONG COMMITMENT TO THE PROJECT; PROVIDING AN EFFECTIVE DATE AND FOR OTHER PURPOSES.

****

WHEREAS, the Florida East Coast Railway (FEC) corridor previously operated as a passenger rail line along Florida's east coast; and

WHEREAS, cities along Florida's east coast historically developed around train stations along the FEC Railway; and

WHEREAS, the State of Florida, through the Florida Department of Transportation (FDOT), is submitting an application, in partnership with the National Railroad Passenger Corporation (Amtrak), to secure funding via the American Recovery and Reinvestment Act (ARRA) for the restoration of "intercity passenger service" on the FEC Railway Corridor from Jacksonville to Miami; and

WHEREAS, the project will create jobs, improve mobility, complement the state-wide transportation network, enhance economic development opportunities, and reduce greenhouse gas emissions; and

WHEREAS, working with the Florida Department of Transportation, and other agencies, suitable station locations have been identified in the City of Stuart.

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA that:

Resolution No. 92-09
Support Amtrak Passenger Service in the Florida East Coast Railway Corridor

SECTION 1: The City Commission strongly supports the State of Florida's ARRA funding application for the "Amtrak/FEC Corridor Project";

SECTION 2: Working with the Florida Department of Transportation, Amtrak, and other agencies, the City Commission has identified the (1) Park & Ride/Kiwanis Park area; and (2) the East Coast Lumber property in downtown Stuart as suitable potential station locations; and

SECTION 3: The City of Stuart agrees with the general project concept whereby (1) Amtrak would operate the passenger service; (2) the State of Florida would secure ARRA funding to construct the project's capital improvements, including basic stations; and (3) once constructed, the City of Stuart would be responsible for maintaining the station facility and amenities.

SECTION 4. This resolution shall take effect upon adoption.

Commissioner KRAUSKOPF offered the foregoing resolution and moved its adoption. The motion was seconded by Commissioner WAXLER and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT
JAMES A. CHRISTIE, JR. MAYOR			X
MICHAEL J. MORTELL, VICE MAYOR	X		
MARY L. HUTCHINSON, COMMISSIONER			X
JEFFREY A. KRAUSKOPF, COMMISSIONER	X		
CAROL S. WAXLER COMMISSIONER	X		

ADOPTED THIS 24th day of August, 2009.

ATTEST:

CHERYL WHITE
CITY CLERK

JAMES A. CHRISTIE, JR.
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

PAUL J. NICOLETTI
CITY ATTORNEY

CITY OF STUART, FLORIDA
COMMISSION MEETING
AGENDA ITEM REQUEST

Meeting Date: 8/24/2009 **Prepared by:** T. O'Neil

Ordinance/Resolution No. 92-09

Title of Item:

Support of federal funding to restore passenger rail service.

RESOLUTION 92-09. A RESOLUTION OF THE CITY OF STUART, FLORIDA EXPRESSING SUPPORT FOR THE STATE OF FLORIDA'S AMTRAK/FEC CORRIDOR PROJECT APPLICATION; ACKNOWLEDGING POTENTIAL STATION LOCATIONS; ACKNOWLEDGING THE CITY'S COMMITMENT TO THE PROJECT; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

As a follow-on to Resolution 55-09, the FDOT, in cooperation with the Treasure Coast Regional Planning Council, is request another expression of support for the agency's soon-to-be-submitted application for federal funding to restore passenger rail service to the FEC railroad right of way. The attached draft resolution is essentially the same as the earlier version, however, a provision has been added that calls on the City to cover the cost of maintaining the Amtrak station and surrounding parking, once built, but not the platform.

Other relevant information:

Since adopting Resolution 55-09, the City Commission has chosen the Park & Ride/Kiwanis Park area and the East Coast Lumber property as primary and back-up sites for the Amtrak station.

Initial contact has been made with the owner of East Coast Lumber. A meeting to discuss possible acquisition is scheduled for early September.

Federal funding may also be available for land costs associated with locating the Amtrak station.

Work continues in earnest to obtain ARRA-funding to build a transit depot facility on city-owned property on Martin Luther King Jr. Boulevard. At the same time staff continues to actively explore the possibility of combing the transit building and the Amtrak station.

Funding Source:

Undetermined at this time.

Recommended Action:

Approval.

Click here to sign this section

Department Director

City Manager

RESOLUTION
Board of Directors
Jacksonville Regional Chamber of Commerce

THE JACKSONVILLE REGIONAL CHAMBER OF COMMERCE SUPPORTS FLORIDA'S APPLICATION FOR FUNDING FROM THE FEDERAL AMERICAN RECOVERY AND REINVESTMENT ACT FOR THE DEVELOPMENT OF INTERCITY PASSENGER RAIL SERVICE CONNECTING JACKSONVILLE TO MIAMI.

WHEREAS, rail is the safest, most efficient and most environmentally friendly mode of transportation for both freight and passengers; and

WHEREAS, the Federal American Recovery and Reinvestment Act is offering $8 billion in stimulus money attached to President Barack Obama's vision for "world-class passenger rail" in 10 major corridors and an additional $1 billion for high-speed rail for each of the next five years; and

WHEREAS, the Florida Department of Transportation has submitted an application for an intercity passenger rail system in Florida that would connect Jacksonville to Miami on Florida's east coast using the Florida East Coast Railway (FEC) corridor and connecting to Tri-Rail in South Florida, providing intercity passenger service to major population centers along Florida's east coast; and

WHEREAS, Jacksonville currently serves as a major hub for intercity passenger rail and freight rail service into and out of Florida; and

WHEREAS, Jacksonville and Northeast Florida want to be included in long-term transportation options with the understanding that when options for Northeast Florida are considered we will work with public and private stakeholders to ensure that our ability to move goods throughout our region is not adversely impacted; and

WHEREAS, the Chamber acknowledges concerns that expansion of passenger rail operations over freight rail lines could, without infrastructure improvements to these rail lines, reduce capacity to operate freight rail transportation service in Jacksonville and in the State of Florida; and

WHEREAS, it is anticipated that a reduction in capacity to operate freight rail transportation service would increase the amount of freight carried through Jacksonville and in the State of Florida on highways and other road infrastructure, which would be detrimental to the public of the state; and

WHEREAS, the Chamber believes that, prior to the expansion of passenger rail operations over freight rail lines, a rail capacity study should be conducted to

determine how much new capacity is required to insure the safe, reliable and fluid operation of the new and existing passenger and freight rail service in Jacksonville and in the State of Florida; and,

WHEREAS, if capacity does not currently exist to permit the safe and reliable operation of both the new passenger trains and the existing passenger and freight trains substantial infrastructure improvements may be required; and,

WHEREAS, funding of certain infrastructure improvements to freight rail lines will benefit the public by enabling the furnishing of additional passenger rail service by the National Railroad Passenger Corporation ("Amtrak") while simultaneously preserving the ability to provide freight rail transportation service; and

NOW, THEREFORE BE IT RESOLVED that the Jacksonville Regional Chamber of Commerce supports Florida's application for intercity passenger rail that would connect Jacksonville to Miami on Florida's east coast using the Florida East Coast Railway (FEC) corridor and connecting to Tri-Rail in South Florida; and

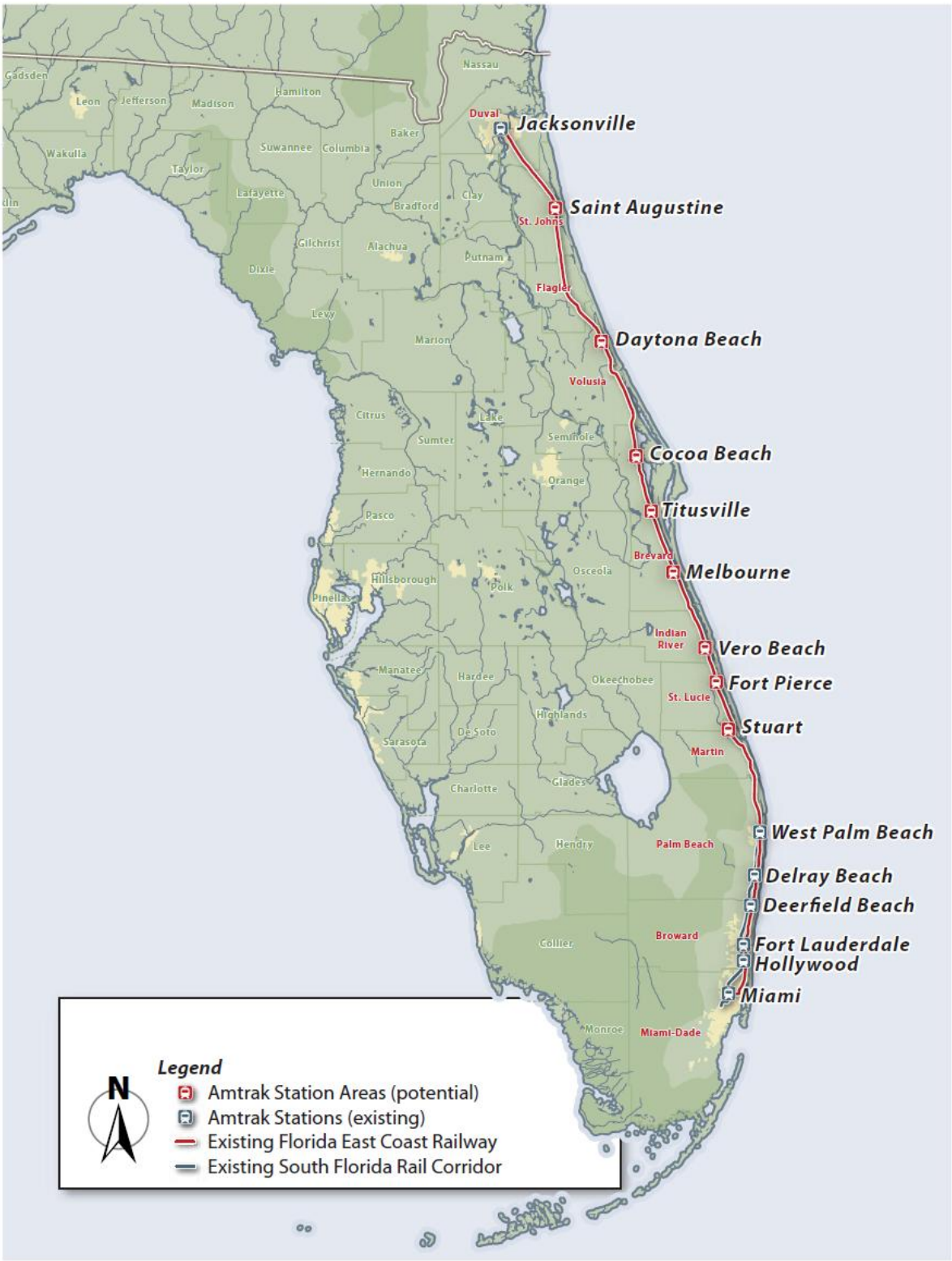
THEREFORE BE IT RESOLVED that the Jacksonville Regional Chamber of Commerce will continue to work with the public and private sector on any future rail initiatives to ensure that the movement of freight is not adversely impacted.

Mike Hightower, Chair

Attest:

Wally Lee
September 30, 2009

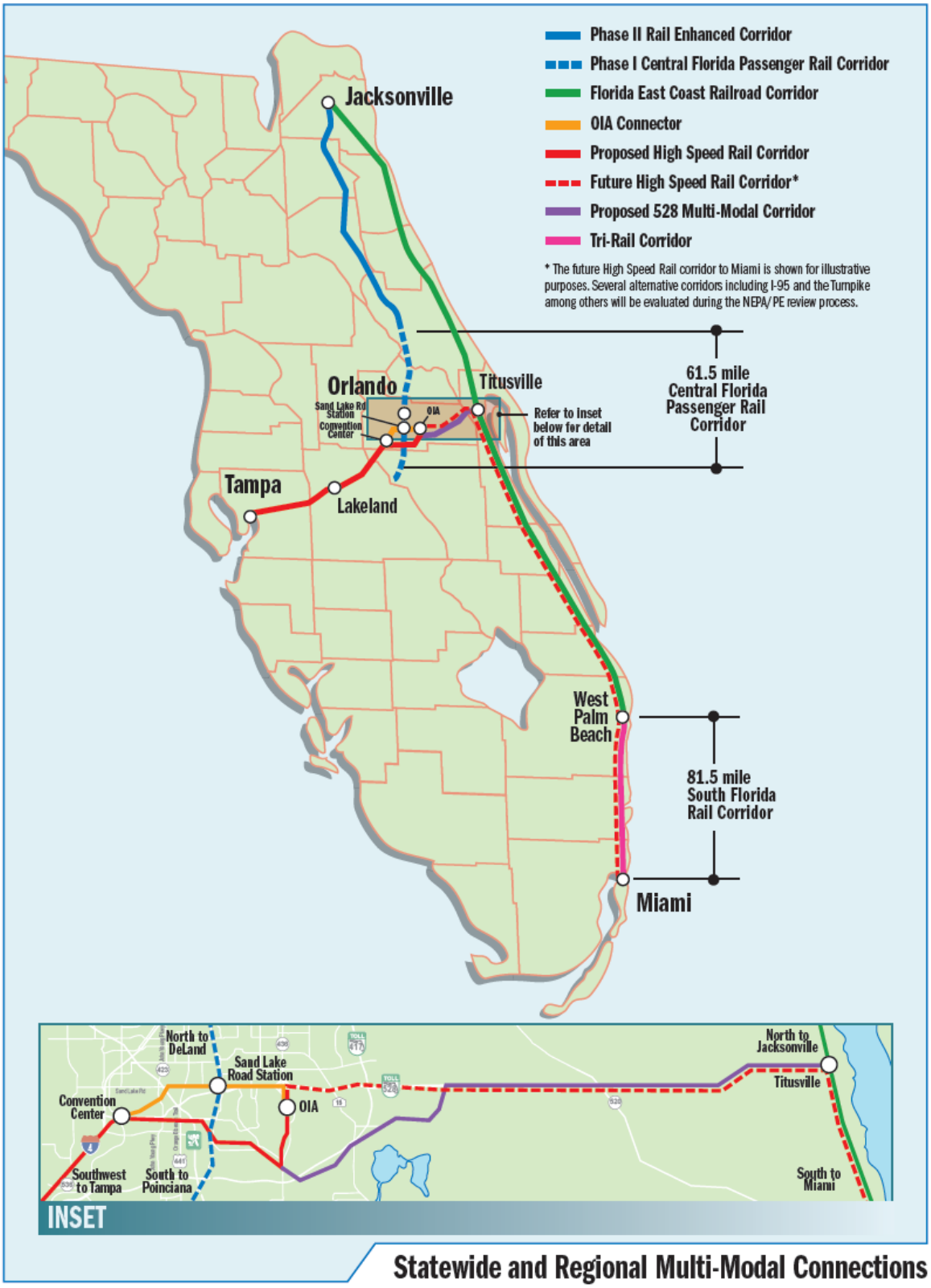
Map 1
Florida East Coast Amtrak Service Corridor



Map 2
Existing CSXT A-Line and S-Line

Map 3

Statewide and Regional Multi-Modal Connections



AGREEMENT IN PRINCIPLE BETWEEN STATE OF FLORIDA AND NATIONAL RAILROAD PASSENGER CORPORATION IN SUPPORT OF ARRA/PRIIA GRANT PROGRAM

THIS AGREEMENT IN PRINCIPLE ("AIP") made as of the 2nd day of October, 2009, by and between the National Railroad Passenger Corporation, a corporation organized under the Rail Passenger Service Act (recodified at 49 U.S.C. § 24101 et seq.) and the laws of the District of Columbia and having its principal office and place of business in Washington, DC (hereinafter referred to as "Amtrak"), and the Florida Department of Transportation, a duly created agency of the State of Florida (hereinafter referred to as "State").

WHEREAS, pursuant to the American Recovery and Reinvestment Act of 2009 ("ARRA"), the Federal Railroad Administration ("FRA") has established a grant application process to fund projects for high-speed and intercity passenger rail authorized by the Passenger Rail Investment and Improvement Act of 2008 ("PRIIA") and appropriations under ARRA and the Department of Transportation Appropriations Acts of 2009 and 2008 ("FRA Grant Process"), and has issued interim program guidance governing the FRA Grant Process ("FRA Interim Guidance"); and

WHEREAS, the State desires to submit a grant application pursuant to the FRA Grant Process ("the Application(s)"); and

WHEREAS, a prerequisite for grants is that the applicant reach, at a minimum, agreements in principle with the railroad that operates or will operate the benefiting high-speed or conventional speed intercity passenger rail service, and with the host railroads upon whose property construction improvements may be performed ("Host Railroad Agreement"); and

WHEREAS, the State has requested that Amtrak enter into this AIP in support of State's Application(s) pursuant to the FRA Grant Process; and

WHEREAS, the State is willing to participate in funding the operating subsidies required to provide intercity passenger services and introduce corridor services over the Florida East Coast Railway in accordance with the terms and conditions set forth herein; and

WHEREAS, Amtrak is authorized by 49 U.S.C. § 24101 et seq. to operate intercity passenger rail service in the United States; and

WHEREAS, Amtrak is willing to provide the requested intercity passenger rail operations, subject to the terms and conditions contained herein; and

WHEREAS, the proposed project will be done in two phases, beginning with a Phase 1 introduction of long distance intercity rail passenger service, followed by a Phase 2 introducing corridor passenger service; and

WHEREAS, the State is authorized by applicable State law to enter into this AIP on the terms and conditions hereinafter set forth;

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

1. Services to be Provided by Amtrak – Phase 1: Modifying Existing New York, New York to Miami, Florida Long Distance Passenger Services:

   (a) Amtrak currently operates long distance service from New York, New York to Miami, Florida through two daily services, the Silver Star and Silver Meteor. While these services use alternate corridors north of Savannah, Georgia, both services currently operate on the same lines within the State of Florida. The State desires Amtrak to improve that service by providing the following modified or additional service ("Improved Service"):

      (1) Operate initially one daily round trip segment between Jacksonville and Miami, Florida on the Florida East Coast (FEC) Railway and the South Florida Rail Corridor (SFRC);

      (2) Subject to further agreement between Amtrak and the State, operate a second daily round trip segment between Jacksonville and Miami on the FEC Railway and the SFRC, but only after completing rehabilitation of necessary existing rolling stock or the acquisition of new rolling stock with the funds identified for those activities in the Application;

   (b) The commencement of the Improved Service is conditioned on the following:

      (1) Submission by the State of Application(s) that comply with applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Section 3.4 and the proportionate cost sharing provisions of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such Application(s);

      (2) Execution by the State and Amtrak of agreements governing (i) the provision by the State of stations, equipment maintenance facilities, and other facilities required for the Improved Service; (ii) the terms under which any Amtrak-owned equipment or acquired New Equipment as described in Section 3 below will be utilized for the Improved Service will be

provided, including potential State payments for any associated capital costs and for use and maintenance of such equipment; (iii) implementation of the Improved Service, including mobilization, satisfaction of safety requirements, regulatory compliance, training and qualification of employees, and potential State funding of associated costs incurred by Amtrak; and (iv) terms and conditions for operation of the Improved Service by Amtrak, including the extent of State funding of costs associated with the Improved Service;

(3) Execution by the State and host railroad(s), and Amtrak if applicable, of Host Railroad Agreement(s), such agreements to include: (a) a description of project(s) to be completed by the host railroad(s) related to the Improved Service as described in Section 1(a) and as further described in Attachment A ("Project(s)"); and (b) clearly defined service outcomes associated with the investment to be made in host railroad(s) infrastructure, including number of frequencies, scheduled trip times, and maximum delay minutes per trip, that are consistent with any then-current on-time performance and delay standards issued by the FRA or other agencies with regulatory authority;

(4) Execution of agreements, or amendments to agreements, between Amtrak and the host railroad(s) regarding operation of the Improved Service;

(5) Satisfactory completion of stations, facilities and other infrastructure improvements identified, in the agreements referenced above, as necessary for operation of the Improved Service; and

(6) Completion of hiring, training and qualifying Amtrak crews deemed by Amtrak as necessary to support the Improved Service, and satisfaction of all legal, regulatory, safety and other prerequisites to initiation of the Improved Service.

2. <u>Services to be Provided by Amtrak – Phase 2: Introduction of Corridor Passenger Rail Service Between Jacksonville and Miami, Florida</u>

(a) Subject to the conditions set forth herein, Amtrak will provide the following service ("New Service"):

Development of corridor service between Jacksonville, Florida and Miami, Florida via the FEC Railway and the South Florida Rail Corridor. This service will consist of two daily round-trip trains and will be in addition to Phase 1 long-distance service described above.

(b) Amtrak's support for the Application(s), and its commencement of the operation of the New Service, are conditioned on the following:

(1) Submission by the State of Application(s) that comply with applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Section 3.4, and the proportionate cost-sharing provisions of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such Application(s);

(2) Execution by the State and Amtrak of agreements governing (i) the provision by the State of stations, equipment maintenance facilities, and other facilities required for the New Service; (ii) the terms under which any Amtrak-owned equipment to be utilized for the New Service will be provided, including State payments for any associated capital costs and for use of such equipment; (iii) implementation of the New Service, including mobilization, satisfaction of safety requirements, regulatory compliance, training and qualification of employees, and State funding of associated costs incurred by Amtrak; and (iv) terms and conditions for operation of the New Service by Amtrak, including State funding of costs associated with the New Service in accordance with Amtrak's then-current state supported service pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA and coordination by the parties in scheduling, marketing and operations of the Improved Service;

(3) Execution by the State and host railroad(s), and Amtrak, if applicable, of Host Railroad Agreement(s), such agreements to include: (a) a description of project(s) to be completed by the host railroad(s) related to the New Service as described in Section 1(a) ("Project(s)"); and (b) clearly defined service outcomes associated with the investment to be made in host railroad(s) infrastructure, including number of frequencies, scheduled trip times, and maximum delay minutes per trip, that are consistent with any then-current on-time performance and delay standards issued by the FRA or other agencies with regulatory authority;

(4) Execution of agreements, or amendments to agreements, between Amtrak and the host railroad(s) regarding operation of the New Service;

(5) Satisfactory completion of stations, facilities and other infrastructure improvements identified, in the agreements referenced above, as necessary for operation of the New Service; and

(6) Completion of hiring, training and qualifying Amtrak crews deemed by Amtrak as necessary to support the New Service,

and satisfaction of all legal, regulatory, safety and other prerequisites to initiation of the New Service.

3. Acquisition of New Rolling Stock For Services

(a) The State is currently applying for ARRA funding for equipment to support the Improved Service ("New Equipment"). Amtrak will operate and maintain the New Equipment, and utilize it on the Phase 1 long-distance services operated by Amtrak under agreement with State, conditioned on the following:

(1) Submission by the State of an Application that complies with the applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Sections 3.4, 3.6.3, and the proportionate cost-sharing provisions of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such Application;

(2) Execution by the State and Amtrak of an agreement providing for payment of the ARRA grant funds requested and awarded for cost of acquisition or rehabilitation of New Equipment for Phase 1;

(3) Acceptance of the condition of New Equipment by Amtrak, to include the Project's operational compatibility with the existing Amtrak equipment pool, Amtrak's approval of the final Specification for the New Equipment and, as appropriate, Amtrak's concurrence with and participation in, to the extent deemed necessary by Amtrak, the State's final testing and acceptance program for the New Equipment;

(4) Satisfactory completion of any facility construction and/or improvements necessary to accommodate the New Equipment;

(5) Representation by the State, as appropriate, that the New Equipment will comply with all applicable laws and regulations;

(6) Completion of training of Amtrak employees on the operation and maintenance of the New Equipment; and

(7) Composition of Future Fleet. State understands and agrees that the New Equipment to be used in the long distance service will be added to Amtrak's East Coast single-level long distance equipment pool that serves several Amtrak routes, including the proposed new long distance route. As a result, the New Equipment will not be solely dedicated to the FEC Corridor.

(b) Amtrak will operate and maintain additional equipment that may be acquired in the future specifically for the Phase 2 corridor services operated by Amtrak under agreement with the State ("Phase 2 New Equipment"), conditioned on the following:

(1) Submission by the State of an application that complies with the applicable requirements of PRIIA, ARRA and the FRA Interim Guidance, including Sections 3.4, 3.6.3, and the proportionate cost-sharing provisions of the FRA Interim Guidance, and FRA's award of sufficient funds to the State pursuant to such application;

(2) Execution by the State and Amtrak of an agreement providing for payment of Amtrak costs associated with reviewing equipment specifications and, (if applicable) drawings/plans for new or modified facilities; equipment testing; and training of Amtrak employees on the operation and maintenance of the Phase 2 New Equipment;

(3) Acceptance of the condition of Phase 2 New Equipment by Amtrak, to include the Project's operational compatibility with the existing Amtrak equipment pool, Amtrak's approval of the final Specification for the Phase 2 New Equipment, and Amtrak's concurrence with and participation in, to the extent deemed necessary by Amtrak, the State's final testing and acceptance program for the Phase 2 New Equipment;

(4) Satisfactory completion of any facility construction and/or improvements necessary to accommodate the Phase 2 New Equipment;

(5) Representation by the State that the Phase 2 New Equipment will comply with all applicable laws and regulations;

(6) Completion of training of Amtrak employees on the operation and maintenance of the Phase 2 New Equipment; and execution by the State and Amtrak of a state supported service agreement that reflects the deployment of the Phase 2 New Equipment, including provisions for parts and materials, warranty administration (if applicable), and reimbursement for maintenance and operation of the Phase 2 New Equipment consistent with the then-current state supported pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA.

4. Term and Termination. The parties agree that the purpose of this AIP is to support first round Applications, defined as those Applications for FRA Funding (due October 2, 2009). As such, this AIP shall automatically terminate in the event the State fails to submit first round Application(s) consistent with this AIP that are necessary to fully implement the New Service, Improved Service and/or

acquire the New Equipment described above. In addition, either party may terminate this AIP, on five (5) days prior written notice, for any event that it determines will materially impact completion of the Projects necessary to support, or implementation of, the New Service, Improved Service and/or acquisition and utilization of the New Equipment, such events including, but not limited to, a material change affecting the planned New Service, Improved Service, and/or acquisition of New Equipment; FRA's failure to fully fund the Projects described in the Applications; or failure of the parties to reach the agreements described above.

5. Notices. Any notice, request or other communication to either party by the other as provided for herein shall be given in writing, sent by first-class mail, return receipt requested or by overnight courier, and shall be deemed given upon actual receipt by the addressee. Notices shall be addressed as follows:

If to Amtrak:	National Railroad Passenger Corporation 60 Massachusetts Avenue, N.E. Washington, DC 20002 Attention: Stephen J. Gardner
If to State:	Florida Department of Transportation State Public Transportation and Modal Administrator 605 Suwannee St. Tallahassee, FL 32399 Attention: Marion Hart, Jr.

State shall promptly notify Amtrak of any development, including actions by or communications from FRA or host railroads, that could materially impact the Applications; funding for the Projects or for their implementation; the execution of Host Railroad Agreements; or the completion or implementation of the Projects.

6. Application Content. Amtrak has provided to the State initial estimates for ridership, revenue, service plan, equipment needs, station requirements and operating costs based on certain parameters provided by the State prior to the filing of its Application. The parties acknowledge that due to the time constraints associated with the filing schedule for first round ARRA applications, Amtrak has not had an opportunity to review and/or validate any changes to the parameters, nor any estimates or supplemental information in the State's Application that may have been generated by entities other than Amtrak. Accordingly, any

commitments made by Amtrak in this Agreement may be subject to change upon further review and validation of any such new or modified information.

7. Modification. This AIP constitutes the entire agreement between the parties and supersedes any and all prior representations, understandings or agreements between the parties, whether oral or written, concerning the subject matter hereof. This AIP or any part hereof may not be changed, amended or modified, except by written agreement of the parties as signed by duly authorized representatives of both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives as of the day and year first hereinabove written.

NATIONAL RAILROAD PASSENGER CORPORATION

By: _____

Stephen J. Gardner
Vice President Policy and Development

FLORIDA DEPARTMENT OF TRANSPORTATION

By: _____

Marion Hart, Jr.
State Public Transportation and Modal Administrator

ATTACHMENT A

PROJECTS

1. Development of intercity passenger rail stations in St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart;

2. Development of a rail connection between the FEC corridor and CSX at Northwood in Palm Beach County;

3. Improvements to the Miami Intermodal Center Central Station to accommodate intercity passenger service; and

4. Other capacity improvements to the FEC line to allow efficient operation of passenger service.

Florida East Coast Railway Company

September 30, 2009

Mr. Joseph C. Szabo
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Szabo:

It is our understanding that the State of Florida intends to file a High Speed Intercity Passenger Rail ("HSIPR") Track 2 application under the provisions of the American Recovery and Reinvestment Act ("ARRA") for new intercity passenger rail service operating over the Florida East Coast Railway (FEC). The first phase of the new service would be to operate Amtrak's *Silver Service* trains over the FEC between Jacksonville and West Palm Beach to offer both long distance and intra-Florida Corridor services. This modification would include (1) development of intercity passenger rail stations in St. Augustine, Daytona Beach, Titusville, Cocoa Beach, Melbourne, Vero Beach, Fort Pierce and Stuart, Florida; (2) development of a rail connection between the FEC Corridor and CSX at Northwood in Palm Beach County; and (3) other capacity improvements to the FEC line to allow efficient operation of passenger rail service. The second phase of the new service would be development of additional corridor service between Jacksonville and Miami, via the FEC and South Florida Rail Corridor.

The Florida East Coast Railway would like to take this opportunity to express its support for Florida's Track 2 application, subject to the development of a program agreement between the State and FEC for infrastructure improvements on the FEC, as well as the development of an operating agreement between FEC and Amtrak for the operation of the these new services.

The advancement of projects like these with ARRA funds will help high speed and quality intercity passenger rail service to become a reality in this country. We look forward to the opportunities to develop intercity passenger rail that the HSIPR program will provide.

Sincerely,

David Arganbright
Vice President
Government Affairs

7411 Fullerton Street, Suite 300, Jacksonville, FL 32256
Telephone – 904-538-6100 - Facsimile – 904-538-6453