

RESOLUTION 2016-02-02

A RESOLUTION OF THE DOWNTOWN INVESTMENT AUTHORITY IN SUPPORT OF THE PASSENGER RAIL TERMINAL AND FREIGHT ENHANCEMENTS TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY ("TIGER") GRANT APPLICATION SUBMISSION BY THE JACKSONVILLE TRANSPORTATION AUTHORITY.

WHEREAS, freight rail lines for CSX, Norfolk Southern and Florida East Coast railroads converge at downtown Jacksonville adjacent to the historic downtown rail terminal; and

WHEREAS, this convergence creates a chokepoint severely restricting freight capacity in and out of the state of Florida; and

WHEREAS, this chokepoint also impacts the flow of goods via rail from other strategic points in the State of Florida, such as the Port of Miami and the Port of Jacksonville; and

WHEREAS, goods coming into the Port of Jacksonville, and goods flowing through Jacksonville, are transported all across the United States; and

WHEREAS, the Port of Miami is under construction to facilitate Post Panamax ships in conjunction with the opening of the improved Panama Canal creating a large increase in additional goods and services moving via rail north through this rail chokepoint; and

WHEREAS, this chokepoint is impacting the transportation of goods from northeast Florida to the southeastern United States, and into south Florida; and

WHEREAS, this restriction in freight capacity has detrimental impacts to the economies of both Florida and the southeastern United States; and

WHEREAS, the chokepoint causes rail backups to the south of the historic downtown rail terminal across the St. Johns River onto the south bank of downtown Jacksonville, blocking access to Baptist Medical Center and emergency services; and

WHEREAS, the chokepoint causes trains to block access to the San Marco neighborhood; and

WHEREAS, the chokepoint causes trains to block traffic creating backups on the I-95 ramps;
and

WHEREAS, the current AMTRAK station is located six miles north of downtown at a station lacking intermodal connections; and

WHEREAS, at the current station location, Amtrak trains block access to the Moncrief Yard for freight rail carriers that need the yard to optimize freight rail services; and

WHEREAS, JAXPORT is making improvements that will increase freight capacity and rail freight to and from the port which will need to use the Moncrief Yard; and

WHEREAS, the Jacksonville Regional Transportation Center, at the historic downtown rail terminal, is an intermodal hub connecting local, regional and intercity transportation services including the First Coast Flyer Bus Rapid Transit and the Skyway Automated Express service currently in operation, and local and intercity bus facilities that will begin construction in 2017; and

WHEREAS, the relocation of AMTRAK to the Jacksonville Regional Transportation Center will provide passengers with intermodal connections within and to other points in the region; and

WHEREAS, the full development of the Jacksonville Regional Transportation Center, including Amtrak, will have a positive impact on the City's economy and support the economic redevelopment of downtown Jacksonville; and

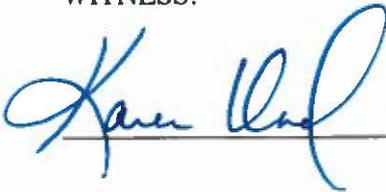
WHEREAS, the elimination of the chokepoint will have a positive impact on freight rail capacity on Florida's east coast creating economic benefit to the southeastern United States, now therefore

BE IT RESOLVED, by the Downtown Investment Authority:

Section 1. The Downtown Investment Authority supports the submission of the Passenger Rail Terminal and Freight Enhancements project for funding via the TIGER grant program of the American Recovery and Reinvestment Act.

Section 2. This resolution shall become effective upon its approval by the DIA Board this 17th day of February, 2016.

WITNESS:



DOWNTOWN INVESTMENT AUTHORITY



Jim Bailey, Chairman

VOTE: In Favor: 7 Opposed: 0 Abstained: _____

FORM APPROVED BY:

Office of General Counsel

**REVISED BROOKLYN NEIGHBORHOOD “ROAD DIET”
SCOPE OF SERVICES
March 16, 2016**

I. PROJECT DESCRIPTION

The purpose of the Brooklyn Neighborhood Road Diet (“Project”) is to develop a conceptual design plan to make the portions of Riverside Avenue, Park Street and Forest Street, as illustrated by the attached color aerial photograph, more pedestrian and bike friendly while also promoting the redevelopment of this corridor. To that end, estimated soft costs (e.g. engineering, environmental, survey), fees, and construction costs as well as an estimated time frame for these services are included in this Scope of Services.

The Park Street roadway segment is approximately 5,000 linear feet in length, extending from Peninsular Place to West Forsyth Street. Park Street is a four-lane, undivided roadway generally lined by single-story or low rise commercial and industrial uses from Peninsular Place to Jackson Street, at which point it is flanked by an apartment complex to its south. East of the apartments, Park Street becomes a railroad track overpass leading into the LaVilla neighborhood at which point it the name changes from Park Street to Lee Street.

The Riverside Avenue segment is approximately 4,600 linear feet in length and extends from Peninsular Place to Water Street, at which point it becomes Jefferson Street in the LaVilla neighborhood. Riverside Avenue varies in width and number of lanes, becoming narrower with fewer lanes from east-to-west.

The Forest Street segment is approximately 1,450 linear feet in length, extending from Riverside Avenue to Myrtle Avenue. Forest Street provides access to I-95/I-10 at its intersection with Myrtle Avenue. Between Riverside Avenue and Myrtle Avenue, Forest Street is an approximately 150 foot wide, six-lane roadway with a raised landscape median.

II. PROJECT OBJECTIVE

The Downtown Investment Authority (“DIA”) is seeking a consultant to perform those services more fully described in section III, Scope of Services. Generally, the project’s objective is to develop a conceptual design to create more walkable, bikeable corridors to promote street-level activation and better link the Riverside-Brooklyn-LaVilla neighborhoods. To further this objective, the consultant will create an estimated cost breakdown, based on the chosen conceptual design, for both soft and hard costs and the estimated time of design and construction.

III. TASKS

PHASE I: Phase I is comprised of the following tasks:

TASK 1: Stakeholder Interviews: the consultant shall interview property owners, neighborhood groups, business owners, property managers, the local Transportation Planning Organization (“TPO”), Florida Department of

Transportation (“FDOT”), and other stakeholders. The consultant shall meet with DIA staff and present their conclusions from stakeholder interviews. The deliverable for this task shall be a summary of the interviews, the specifics of which will be refined during contract negotiations.

- TASK 2: Traffic Study: The consultant shall perform a traffic analysis/study that anticipates future growth and traffic demand in the Brooklyn neighborhood. The methodology of which shall be identified in the consultant’s response and, to the greatest extent possible, utilize existing data.
- TASK 3: Initial Public Workshop: the consultant shall hold an initial joint public workshop with the Downtown Investment Authority and the Downtown Development Review Board. The purpose of this workshop is to provide the public with an opportunity to influence conceptual designs prior to development by the consultant. The consultant shall meet with DIA staff and present their conclusions from the initial public workshop. The deliverable for this task shall be a summary of the initial public workshop, the specifics of which will be refined during contract negotiations.
- TASK 4: Initial Conceptual Design: based on information provided from stakeholders, the public, and other information (e.g. utility and right-of-way maps, previous transportation or planning studies, etc.) the consultant will develop, at a minimum, three (3) preliminary conceptual designs.
- TASK 5: Second Public Workshop: the consultant shall hold a second joint public workshop with the Downtown Investment Authority and the Downtown Development Review Board. The purpose of this workshop is for the consultant to present the alternative concept plans for the public to critique and otherwise provide comments. The consultant shall meet with DIA staff and present their conclusions from the second public workshop. The deliverable for this task shall be a summary of the second public workshop, the specifics of which will be refined during contract negotiations.
- TASK 6: Refine Conceptual Design: based on the previous due diligence and public workshops, the consultant shall identify a single conceptual design, refine as necessary, and present to DIA staff for review.
- TASK 7: DDRB Presentation: the consultant shall present their recommended conceptual design to the DDRB for further review and comment. It is expected that the consultant will prepare and present a detailed summary of the previous stakeholder and public input, their initial due diligence findings, and the conceptual design.
- TASK 8: Refine Conceptual Design: based on the above DDRB review and comment, the consultant will further revise, in consultation with DIA staff, the conceptual

design. The deliverable for this task is the conceptual design to be used as the basis for Phase II of this Scope of Services.

PHASE II: Phase II is comprised of the following task:

TASK 1: Based on the conceptual design, develop a scope of engineering/design/surveying services with estimated costs and time frames.

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