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FORT LAUDERDALE PUBLIC WORKS

November 15, 2006

Broward County Public Library
100 South Andrews Avenue
Fort Lauderdale, Florida 33301
6:30 p.m.

1 (Thereupon, the following proceedings were had.)

2 MR. LESLOP DALEY: Public Works Engineering.

3 I'm in the City of Fort Lauderdale Public Works
4 Department, Project Engineer. Just for the record,
5 the City supports this concept.

6 MR. SEEBURGER: Okay. Well, good evening and
7 welcome. The time is 6:30. The Public hearing for
8 the South Florida East Coast Quarter Transit Analysis
9 in Miami-Dade, Broward and Palm Beach counties is now
10 open..

11 Is there anyone -- let me -- what I want to do
12 first is ask if there is anyone here who would like
13 assistance in the Spanish or Creole languages?

14 [Thereupon, the above question was repeated in
15 Spanish and Creole.]

16 MR. SEEBURGER: This Public hearing is being held
17 to receive your comments regarding proposed Public
18 Transportation improvements in the South Florida East
19 Coast Quarter between Miami and Jupiter, and Miami-
20 Dade, Broward and Palm Beach Counties.

21 My name is Scott Seeburger and I am the Project
22 Manager for the Florida Department of Transportation,
23 District Four.

24 Here tonight with me are representatives of our
25 consultant team Ganet Fleming.

1 At this time, I would like to recognize any
2 elected officials tonight. If there are any elected
3 officials also here this evening who wish to be
4 recognized, would you please stand up and introduce
5 yourself.

6 MR. ROSS: John Ross for Broward County Fisher.

7 MR. SEEBURGER: This public hearing is being held
8 in accordance with the Federal and State requirements
9 listed on the screen and on the board behind me.

10 The public hearing was advertised in Miami-Dade,
11 Broward and Palm Beach County newspapers in accordance
12 with Federal and State requirements. The papers in
13 which ads were placed are shown on the screen.

14 Notice of this meeting was also provided on the
15 project website. In addition, adjacent property
16 owners, interested citizens and elected and public
17 officials are notified by mail of tonight's meeting.

18 The meeting is also being held in compliance with
19 Title Six of the Civil Rights Act of 1964 and Title
20 Eight of the Civil Rights Act of 1968 as amended.

21 Public participation in this hearing is
22 encouraged and solicited without regard to race,
23 color, religion, gender, age, national origin,
24 disability or familial status.

25 Persons wishing to express their concerns

1 relative to the adherence of Title Six and Eight of
2 the Civil Rights Act may do so by contacting their
3 Equal Opportunity Office at the address shown in the
4 handout that you were provided at the registration
5 desk.

6 All inquiries or complaints will be handled
7 according to the department procedures in an
8 expeditious manner.

9 The purpose of tonight's public hearing is to
10 provide the latest project information to the public
11 and to receive formal comments from the public.

12 After the close of the comment period for the
13 public hearing in consideration of the comments
14 received, the environmental documents will be
15 finalized.

16 This hearing is being held relative to the South
17 Florida East Coast Quarter Transit Analysis, also
18 referred to as Financial Management 417031-1-22-01.
19 Federal Aid Number FTAX004 and Federal Transit
20 Administration Grant Number FL-90-X372-07.

21 This study is being conducted by Districts Four
22 and Six of the Florida Department of Transportation in
23 conjunction with Region Four of the Federal Transit
24 Administration.

25 It was sponsored by the South Florida Regional

1 Transportation Authority and the Metropolitan Transit
2 Association of Palm Beach, Broward and Miami-Dade
3 Counties and conducted in coordination with the
4 Federal Highway Administration, Federal Railroad
5 Administration, the U.S. Maritime Administration, U.S.
6 Coast Guard, Federal Aviation Administration and U.S.
7 Environmental Protection Agency.

8 Input has been sought from Miami-Dade County
9 Transit, Broward County Transit, Palm Transit and the
10 South Florida Regional Coast, Tri-County League of
11 Cities, CSX Transportation and Florida East Coast
12 Railway.

13 A public involvement program was conducted for
14 this project in conformance with Federal and State
15 guidelines. This hearing is part of that program.

16 Numerous meetings were held with affected
17 interested groups and individuals. Project
18 information is available for review at nine locations
19 in Miami-Dade -- Miami-Dade, Broward and Palm Beach
20 Counties until December 11, 2006. A list of locations
21 is available at the registration desk here this
22 evening.

23 Handouts and brochures regarding the project are
24 available at the registration desk as well.

25 You are invited to listen to an introductory

1 presentation described in the project earlier this
2 evening and that presentation will be incorporated
3 into the final record of this hearing.

4 We welcome any oral or written comments that will
5 help us make decisions regarding this project. You
6 may make an oral statement tonight in one of two ways.

7 First, you can make an oral statement during the
8 public testimony session that follows my remarks. If
9 you have not already filled out a speaker registration
10 card and would like to make a statement, please raise
11 your hand and our staff will provide you with one.

12 If you have a card already filled out, raise your
13 hand and we will come and get it.

14 Second, you can make an individual statement
15 directly to the court reporter to my right. The court
16 reporter will be available to record your statement
17 after the public testimony session.

18 Regarding written statements, written comments
19 may be provided to us by completing and submitting a
20 comment form, either here tonight or take it home and
21 mail it back later. Comment forms are available at
22 the registration desk. Written statements or exhibits
23 may be submitted for the record in lieu of or in
24 addition to verbal statements.

25 If you think of other ideas later, you can submit

1 them by letter, fax, or E-mail to the addresses listed
2 on the screen. You can also submit your ideas and
3 comments on the study website, which is
4 wwwsfecstudy.com. Written statements received at the
5 district offices of the Florida Department of
6 Transportation by December 11, 2006 will be documented
7 as part of this hearing.

8 However, please be advised that the last day
9 written comments will be received is December 11,
10 2006.

11 At this time, I would like to invite any elected
12 and public officials who would like to make a public
13 statement relative to this project to please step up
14 to the microphone. Please repeat your name and office
15 for the reporter.

16 Mayor?

17 MAYOR NAUGLE: Thank you. Mayor Jim Naugle, City
18 of Fort Lauderdale. Thank you for this public
19 hearing.

20 This is probably the most significant project for
21 the residents of South Florida in the next century in
22 trying to move people, that 100-foot wide ribbon of
23 right-of-way running from Jacksonville to Miami under
24 one owner. Whatever its cost, I'm sure it's a
25 bargain, if you tried to condemn that kind of

1 property, and I think it is going to be the way we are
2 going to be able to move people here in South Florida
3 absent double decking I-95.

4 So keep up the interest in the project, and I am
5 sure it will be funded eventually. It is not a matter
6 of if, it's when and the quicker we do it the cheaper
7 it will be.

8 Thank you.

9 MR. SEEBURGER: Thank you. Is there any other
10 public officials?

11 Persons who wish to make a statement or submit
12 written views and exhibits relative to this project
13 will now have the opportunity to do so. If you are
14 holding a speaker registration card, please hold up
15 your hand, and we will get it from you. If you have
16 not received a speaker card but wish to speak, please
17 raise your hand and our staff will provide you with
18 one.

19 Please be respectful of everyone who wants to
20 speak tonight by limiting your comments to about three
21 minutes. I'm not going to pull out the hook if you go
22 over it, but if you find that that amount of time is
23 -- you need much more than that, if you would, please,
24 cut it off at a reasonable point. Let someone else
25 speak and then you can get back up to the microphone

1 to finish what you have to say.

2 If we have additional time later -- I have
3 already just said that. It is important for you to
4 remember that we are here only to receive your input
5 into the project record. Limited time and resources
6 require us to restrict our responses to any questions
7 you may have to those of clarification only.

8 It may be frustrating, you want me to give you
9 some answers, but don't be surprised if I say we can
10 answer that later after we close the testimony period.

11 We will be available following the hearing to
12 answer any of your questions you may have beyond those
13 of clarification.

14 When you are called, please state your name,
15 address, and affiliation, if representing a group for
16 the reporter.

17 Okay. I have got three cards here. Is there
18 anyone else that wants to speak?

19 Again, if you feel after you hear some people
20 speak that you want to say something, please raise
21 your hand. We will get you a card.

22 I apologize in advance for the names I will
23 mispronounce. D. Matthews or Mathis.

24 MS. MATHIS: I don't know how I got the honor of
25 being the first name. I'm Douglas Mathis. I live at

1 500 North 6th Street, Pompano Beach, Florida.

2 I have a statement here that I'm going to read
3 out and I don't expect you to answer some of my
4 questions at this time.

5 There are 22 listed comparable commuter rail
6 systems in 16 states. See the attached list. Are the
7 other Tri-Rail and proposed FEC corridor systems
8 prepared to publicly fund the cost per passenger?

9 How does Tri-Rail and the FEC quarter system
10 prepare to publicly fund the operating cost per
11 passenger? Is our efficiency above average for public
12 funding or well below average for both cases?

13 Tri-Rail goes through mostly businesses and
14 industrial zoned areas. It does not go through any
15 significant population centers or employee intensive
16 areas. Therefore, most of the system users must use
17 alternative modes of transportation to get through to
18 the station at both ends.

19 The FEC corridor also does not go through any
20 significance residential population centers. However,
21 it does have the advantage that it goes through near
22 three intensive employee downtown areas. Passengers
23 will still need to use alternative transportation in
24 the residential areas.

25 To gain acceptance and assure accurate ridership,

1 there needs to be a central intermodal facility in
2 each of the three downtown areas. This facility will
3 provide a significant access point and all forms of
4 transportation. That is trains, buses, shuttles,
5 taxis and Amtrak. Shuttles should be planned to meet
6 each commuter train at the facilities to distribute
7 passengers throughout the downtown area.

8 Is this part of the plan? Most of the existing
9 computer rail systems could service the residential
10 areas at one end. It seems that hundreds of millions
11 of dollars of public funds are going to be used on a
12 transportation system, they could be used to put rail
13 transportation into residential areas such as Coral
14 Springs, Weston, Wellington, and the western areas of
15 Dade and other residential centers. Why isn't this
16 being done?

17 Perhaps this treatment can be attributed to the
18 failure of the recent sales tax. The current study
19 appears to be mostly independent of Tri-Rail as
20 invisibility, in my point of view at least. Why isn't
21 this study and Tri-Rail tightly integrated?

22 Going a step further, a scale of common would
23 indicate that all public forms of transportation in
24 Dade, Broward and Palm Beach Counties which is why the
25 metropolitan areas should be tightly integrated or

1 merged into a single system. Then all planning and
2 funding would be centralized in some common scale.
3 Why hasn't this been done?

4 Thank you.

5 MR. SEEBURGER: Thank you.

6 Dan Glickman.

7 MR. GLICKMAN: I will be glad to wait if the
8 other person wants to go.

9 MR. SEEBURGER: Okay. I'm calling them in order.

10 MR. GLICKMAN: Good evening. I will take a short
11 time because I know there is somebody else; and I will
12 come back afterwards to do it because I don't want to,
13 as you say, monopolize time. I know you are not here
14 specifically to answer questions. I will try to make
15 some points.

16 I guess I wanted to -- first of all, I want to
17 thank you very much for having talked to me previously
18 during the course of the evening. Mr. Carlos Cejas --
19 I believe I pronounced that correctly -- and you were
20 very helpful just to make sure I had some facts.

21 What I want to say is either it's important or
22 otherwise, but I want to clarify for myself and put on
23 the record these thoughts; and I will come back later
24 to continue.

25 Right now, the entire corridor from West Palm

1 Beach to Miami-Dade inclusive, is projected to be,
2 according to your numbers in this study that I
3 currently see -- it may be incorrect. It may change
4 as some time goes on. Right now it's 3.3 billion
5 dollars that is for the right-of-way. The LTR cost,
6 capital cost and the BRT capital cost varies somewhere
7 between two billion for the BRT and three billion for
8 the LRT.

9 Those are mighty impressive numbers.

10 What I wanted to ask you and note to the future
11 is, I don't see when you talk about the other RGR,
12 which is the DMU, I don't see much significant
13 difference between the capital cost in your chart for
14 the DMU versus the LRT.

15 And I was surprised about that, being a lay
16 person in that sense. Okay.

17 One other point -- and it has to do with
18 ridership. When I looked at the ridership, the No
19 Build, the TSM, then the other which is the RGR on the
20 FEC and the RRT and the FEC, I noticed the RGR, which
21 I take it as the DMU increases approximately ten
22 percent compared to the TSM.

23 When I look at the other -- I may not have this
24 correct -- it says Service Station V -- VI. It says
25 that the ridership, according to the numbers that I

1 added up, would only increase 5.5 percent. And I
2 believe that is the -- I'm not sure what that is, and
3 I was just surprised about that.

4 The last point I want to make, and then I'm going
5 to sit down, is that I believe there is a technical
6 term that you folks used called the transit system
7 user benefits per hour, which means when you go to the
8 FDA and you say, "Gee, isn't this a wonderful system?"
9 They said, "What is the SUB," the S-U-B, and you give
10 them some numbers. They say, "Gee, that number is not
11 so good," or, you know, "Doesn't work as far as
12 getting the money is concerned."

13 My understanding from one of you two, perhaps the
14 second as well also, is that the possibility exists to
15 do a TSUB now prior to the second phase so we are in
16 some knowledgeable ballpark by an order of magnitude,
17 perhaps such that we know is phase two money might be
18 well spent.

19 Now, I have asked you, I'm not going to
20 characterize the phase two costs, but they are
21 substantial. I was wondering whether the possibility
22 exists for you to consider as part of the record is
23 concerned that you do some sort of preliminary TSUB if
24 it is possible so we might know what we might
25 contemplate in the additional cost for the phase two,

1 whether it gives us a good feeling or not.

2 So I will sit down and wait for any other
3 comments and come back later. Thank you.

4 MR. SEEBURGER: Thank you. Nancy Kimball.

5 MS. KIMBALL: Nancy Kimball. I'm a native of
6 Fort Lauderdale. I live at 1029 Southeast 12th way.

7 I am very much concerned about funding, funding
8 cost of your research, your analysis, your everything
9 that is going on here. Especially, in light of the
10 fact that we were not willing to do the one penny
11 sales tax.

12 We have been killed as far as insurance going up,
13 taxes going up, over undercontrolled development with
14 no concurrency, so we are looking at in the near
15 future also having to bite the costs of supplying the
16 increased water, which was not taken into account.

17 There were no impact fees levied on all this
18 major development. The developers seem to have like a
19 lot of people in their pockets to where they were able
20 to come to downtown Fort Lauderdale and literally rape
21 the area and leave us to pay for this increased
22 population that is coming.

23 Now, the developers have already -- you can see
24 it right here in these huge condos right now. The
25 developers have already sold 100 percent -- good

1 example, right across the street it's 100 percent
2 sold, but it is only 40 percent occupied because the
3 other 60 percent people bought on speculation. And we
4 are having a hard time already with the 40 percent
5 occupied being able to supply the water, the electric,
6 the sewer, can't handle the traffic already so what
7 happens with the other 60 percent and all the other
8 buildings that have already been allowed to be planned
9 or the land allowed to be bought with the idea that,
10 hey, now I have got my property rights. I can do, you
11 know, pretty much whatever, this redevelopment, this
12 rezoning that got snuck through on everybody with a
13 loophole of no concurrency and no impact fees.

14 I mean, if you are going to have these huge
15 developments and you are going to do something like
16 this, we have already shown we are not -- we may be --
17 not that we are not willing, we would love to have
18 this. We just can't afford it right now until
19 somebody gets this insurance situation under control,
20 until somebody figures out how to fix this taxing
21 situation so that an example of everybody crying now
22 no affordable housing -- that is because all of the
23 older rentals that somebody could afford to rent out
24 for \$500 a month, they have now been allowed to be
25 torn down. And now we build town houses that cost

1 \$700,000, \$800,000 and nobody who was renting before
2 that affordable housing can now afford -- there is
3 like you are not replacing rentals with rentals. You
4 are replacing rentals with upscale, high, expensive
5 housing.

6 So you have got, again, no impact fees being
7 levied on any of these developers to cover the --
8 we've got to bring the infrastructure up to meet
9 these.

10 We have to supply schools. We have to supply
11 park land. We have to fix the roads, improve the
12 roads or do this.

13 I don't feel like I should have to pay for this
14 as a property owner. You know, you are like taxing me
15 out of here and I was born here. I'm on a teacher's
16 salary. You are literally pushing me out of here,
17 literally, is what you are doing.

18 So, sure, we would love to have this, but you
19 need to start putting some major impact fees on these
20 developers or you have got to find some other way of
21 paying for it that doesn't require residents to pay
22 for it.

23 New development they need to start hitting with
24 some heavy impact fees. Then when you get the funds
25 or you get some other, now, like potential -- I like

1 the idea they are talking about the development that
2 potentially could go along with corridor, but actually
3 have that paid for.

4 Have all of that development -- you are going to
5 be here and you are going to be able to take advantage
6 of being right next to this rapid rail. Let them pay
7 the money for it. Okay. Not the rest of us because
8 we can't afford it. We are not going to be able to
9 live. I'm sorry. The rich will be able to afford to
10 live here, but that is about it.

11 Who is going to service them? Who is going to
12 cut their grass and clean their pool and be their
13 secretary at the office and be the nurse for the
14 doctors that can afford to live here, but the nurses
15 won't be able to afford to live here?

16 You have got to find a source of funding impact
17 fees, whatever you have got to do. You have to find
18 that first as far as I'm concerned before you spend
19 the money on the phase two.

20 MR. SEEBURGER: All right. Thank you.

21 Is there anyone else that wishes to make a
22 comment? Raise your hand. We will get you a card.
23 Okay.

24 I have two left. Riva Saker.

25 MS. SAKER: Yeah. I will just do this. Hi.

1 Hello. My name is Riva Saker. I live at 20 Northeast
2 152nd Street in Miami, Florida. The zip code is
3 33162.

4 So, I am here to express the support for the
5 train because I consider South Florida a metropolitan
6 area. I think it should have the conveniences of
7 other metropolitan areas, which include bus
8 transportation, train transportation and then special
9 automobiles and vans.

10 Currently, when I travel from downtown Fort
11 Lauderdale to downtown Miami, I travel by bus leaving
12 Fort Lauderdale Central Station and going to downtown
13 Government Station in Miami. The journey is three
14 hours.

15 I transfer in Aventura and that keeps me along
16 the US 1 corridor because I don't travel to Tri-Rail
17 and then to Metrorail. And then the people mover
18 around downtown, which I enjoy that and I consider
19 that a convenience in Miami.

20 So, I have a couple of concerns. One is a couple
21 years ago the Constitutional amendment for a bullet
22 train from Miami to Orlando was repealed. If it was
23 political, then can that happen to this project?

24 If there are counties like Broward and Palm Beach
25 that are hesitant about creating a mass transit, then

1 can the project be created in segments so that
2 possibly Dade County starts and then it moves
3 northward with trial and error and progress reports?

4 I think most people are concerned about money.
5 That is natural. It takes a long time to earn a
6 dollar and we can spend it in a millisecond. So, a
7 budget would be crucial that it shows if the money is
8 from Federal funds, State funds, County bond issues
9 and things like that. Maybe people won't be scared
10 about embracing public transportation if the budget
11 shows those figures.

12 Thank you.

13 MR. SEEBURGER: Thank you.

14 Anthony Longo.

15 MR. LONGO: My name is Anthony Longo. I'm senior
16 planner with the City of Wilton Manors.

17 First of all, I want to thank you, Scott, and
18 thank the consultants for working with us.

19 At your last workshop, you presented some of your
20 criteria for establishing suitability for a station
21 and it raised some concerns. Wilton Manors is a new
22 urban community. We want to become a walkable
23 community, a pedestrian friendly community and we want
24 to emphasize mass transit. We support this study.

25 We recently passed a resolution encouraging the

1 station in Wilton Manors and supporting this study.
2 However, we do have some concerns about the -- I
3 guess, the criteria in determining the suitability of
4 a station in Wilton Manors.

5 We worked with the consultant to try to convey
6 that much of the criteria is increased density,
7 connectivity, bringing people into the driver, bring
8 it to the FEC corridor.

9 We are working on those things. We do have
10 increased density. We are having a number of projects
11 coming through Wilton Manors. We are working with
12 Broward County now to establish some connectivity into
13 the FEC corridor. We have a huge parking issue in
14 Wilton Manors. We want to get people out of the cars.

15 But the biggest issue is Wilton Manors is
16 becoming a designation location on the caliber of Las
17 Olas or South Beach.

18 On any given night in Wilton Manors, you will
19 find there are people from all over the region, if not
20 from all over the world. We want to encourage them to
21 use mass transit.

22 The point I'm trying to make is it seems that
23 some of the criteria that you are using is skewed
24 towards having a CRA or a brown field which we have
25 neither.

1 It seems the market has redeveloped us. I'm
2 concerned about the medium to low rank that we have
3 received.

4 Now, we have updated the consultant on all of the
5 new things that are happening in Wilton Manors and we
6 really want to encourage you. I don't know how you
7 would do this, but increase that suitability level and
8 I don't know if it is in this phase or the next phase
9 -- and I'm a little unclear as to how to do that.

10 Like I said, we are going ahead with a
11 resolution, but we really want this station in Wilton
12 Manors. I think we meet and exceed the other criteria
13 that is part of this process. The increased density,
14 the connectivity, walkability, those types of things.

15 So I just want to really encourage you to keep us
16 posted and thanks for all you are doing. Thank you.

17 MR. SEEBURGER: Thank you. Any other cards?
18 Anyone else want to make a comment before I call Dan
19 Glickman back up?

20 Okay. All right, Dan.

21 MR. GLICKMAN: Thank you. When I mentioned
22 briefly before about perhaps doing the transportation
23 system user benefit, Tsub to give an idea, to give us
24 a ballpark on understanding whether it would be
25 worthwhile to go forward and spending a lot of money

1 if that were done, from what I see now as a member of
2 the public -- obviously, I'm just another member of
3 the public. I personally feel very good about
4 supporting the tier two dollars for the service
5 segment five.

6 Now, I realize you have broken up the various
7 service segments as far as how you might evaluate
8 them, what you might do, et cetera, et cetera; and my
9 feeling is the service segment five, which basically
10 goes, my understanding, from approximately somewhere
11 in Pompano Beach to Miami, I think is a wonderful
12 thing to do, if you were able to do that as opposed to
13 the others.

14 Also, subject to the TSUB, I would consider since
15 I know there is some interest as far as segment one,
16 which is basically North -- West Palm Beach north
17 between West Palm Beach and Pompano Beach is a lot of
18 miles and a lot of money.

19 At the moment, I don't see the great advantage of
20 that, so, personally, I'm just giving you that.

21 By the way, if anybody wants to raise their hand
22 and come up to the mike at any point, I will step
23 down. Otherwise, I will just continue as briefly as
24 possible.

25 MR. SEEBURGER: No hands are raised.

1 MR. GLICKMAN: Also, what I will do, not that it
2 makes a big difference, but at the conclusion I will
3 give you all my notes so you don't have to necessarily
4 get everything from the tape or memory. You can keep
5 these and that sort of thing.

6 MR. SEEBURGER: Okay.

7 MR. GLICKMAN: On Page 179, you talk about the
8 Tri-Rail trip length distribution and you mention the
9 median and you call it the most common.

10 My understanding of the word median is half
11 above, half below as opposed to most common.

12 The reason I bring this to your attention is
13 because you say there the trip length most common is
14 10 to 15 miles, which is what I understood to be the
15 case.

16 When you go from that, which says comprising
17 almost 15 percent of all trips to which you call the
18 same page, next sentence, the mean trip length and
19 then you say 30.4 miles. I wonder how accurate that
20 is. That is a huge difference between the median and
21 the mean. I would ask if you would double-check that,
22 those two figures to see if they are accurate because
23 that is a huge difference between the two.

24 As I mentioned to Carlos Cejas on Page 44 -- I'm
25 sorry. I'm referring to pages which are on your study

1 on the Internet at which I looked pretty much in
2 detail and copied down. That is where I am referring
3 to for people who may not know what I might be
4 referring to.

5 You have a bullet point which talks about the
6 Broward County MPO LRT 2030 update in December 2004
7 which says -- and I'm quoting here, which identified
8 light rail transit and crossing improvements on the
9 FEC corridor from Miami-Dade County to Palm Beach
10 County as a cost feasible project.

11 As I mentioned to Mr. Cejas, I personally think
12 that is appropriate to qualify that because, in truth,
13 what is actually in the 2030 LRT at footnote one
14 indicates it is only 52 percent funded, according to
15 the estimate in 2004, which, quite frankly, I estimate
16 personally as being closer to 30 percent funded, not
17 even 50 percent funded.

18 And so, if you think that is reasonable, I would
19 ask for you to change the wording in whatever
20 appropriate fashion you deem possible.

21 Also, on the same page you start off the last
22 paragraph by saying, "Overall local support for
23 transit expansion within the study area is evident."
24 Well, it might have been evident until we had the
25 election of the transit tax November 7th, just a few

1 days ago, where it failed 61 percent to 39 percent.
2 It failed, you know, no versus yes, indicating, if one
3 wishes to do it, that the overall local support for
4 transit expansion might not be present as opposed to
5 being present.

6 I would ask you to look at that because that
7 gives, in my view, a wrong indication of what the
8 sentiment might be.

9 Lastly, on page 26 you reiterate the December
10 2004 travel survey indicated an average trip length of
11 30.4 miles. That is where it is also mentioned, which
12 I would also ask you to check.

13 As many people know, I'm all for mass transit as
14 long as we can afford it. I understand the difficulty
15 of many, many, many, many and I can go on ad
16 infinitum, people who cannot afford to and won't use
17 it, et cetera.

18 I support as far as rail mass transit is
19 concerned, but that still has yet to be proven.

20 I thank you.

21 MR. SEEBURGER: All right. Thank you, Dan.

22 Is there anyone else who wishes to make a
23 comment?

24 Okay. So, in closing, I remind you that written
25 comments and exhibits may be presented in addition to

1 the verbal comments we receive. A comment card is
2 provided with a handout that was distributed at the
3 front door this evening. All written materials we
4 receive at this public hearing or by mail will become
5 part of the official public hearing record as long as
6 they are received by December 11th, 2006.

7 A verbatim transcript of tonight's proceedings
8 together with all written materials received as part
9 of the hearing record and all studies, displays and
10 informational material provided at the hearing will be
11 made a part of the project decision-making process and
12 made available at the Florida Department of
13 Transportation, District Four and Six offices for
14 public review upon request.

15 I thank you for attending the meeting tonight and
16 providing your input on this project.

17 I want to remind you if you have other questions
18 or you want to talk to us, we will stay here as long
19 as the library is open, if we have to, and be with you
20 on that.

21 It is now 7:08, and I hereby officially close the
22 public hearing for the South Florida East Coast
23 Transit Analysis in Miami-Dade, Broward and Palm Beach
24 Counties.

25 Thank you very much for your attendance and

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comments.

[Thereupon, the meeting was concluded.]

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CERTIFICATE

STATE OF FLORIDA
COUNTY OF DADE

I, JANICE JONES, Court Reporter and Notary Public,
do hereby certify that the foregoing transcript, numbered
from page 1 to and including 28, is a true and correct
record of my stenographic notes of the proceedings had at
the Broward County Library, Fort Lauderdale, Florida, this
on the 15th day of November, 2006.

DATED at Broward County, Florida, this 25th day
of November, 2006.

Janice Jones

NOTARY PUBLIC



My Commission Expires:
August 5, 2009