



WORKSHOP SUMMARY

TO: Scott Seeburger & Project Record

FROM: Aviva Baer

DATE: May 23, 2006

REFERENCE: South Florida East Coast Corridor (SFECC) Transit Analysis Study
Financial Project ID: 417031-1-22-01

SUBJECT: Municipal Workshop (held in SFRPC Conference Room)

ATTENDEES: Refer to sign-in sheet (available upon request)

FDOT Project Manager Scott Seeburger opened the meeting at 2:15 pm and turned the program over to SFECC-TAS team member John Hart of Hart Consulting Group, who asked that attendees introduce themselves. Mr. Hart gave a brief overview of the study and then turned the meeting back to Seeburger, who introduced Gannett Fleming Project Manager Carlos Cejas. Mr. Cejas and Gannett Fleming Director of Environmental Services Robert McMullen narrated the PowerPoint and Mr. Cejas invited questions during the presentation.

Hollywood Commissioner Keith Wasserstrom asked about the technology and the costs. Mr. Hart said there is new technology, DMU – diesel multiple units - that the study team will consider, and that a proposed penny tax on the Broward ballot would allocate \$625 million for transit.

Hollywood Mayor Mara Giulianti said if people don't think they will be able to ride a new transit system any time soon they won't vote for the tax. She said a proposed completion date of 2019 is too far out, and suggested planners stay away from providing that figure. She suggested that future automobiles would be more economical to operate anyhow so people may still prefer to drive. Mr. McMullen said even if there are cleaner solar cars in the future there will still be long commute times and congestion, so a transit option would still be necessary.

Mayor Giulianti asked if the technology being considered was light or heavy rail and Mr. Seeburger answered that all options were under consideration.

Mr. McMullen answered Dania Mayor Anne Castro, who expressed concern about noise, and asked if it was being measured in decibels or DNLs. Mr. McMullen said the study was measuring in decibels according to Federal Transit Administration standards. Mayor Castro asked about development and whether there was a clear zone for advance planning.

Mr. McMullen said there was ample capacity to provide good quality of life for the region. He said a "critical distance" is being considered with the goal of providing some idea of what is coming so cities and agencies can plan. He said whether those plans are transmitted to developers is another issue. He added that this issue will be addressed in Tier 2 but the Tier 1 documentation will offer some answers.

Mr. Hart said relative to Wilton Station, one intent is to be able to develop with more density so people can leave their cars at home. He said it was meant to spur affordable housing to be built on the

corridor. He said that rail needs to be convenient to land use. SFECCTAS team member Elizabeth Hart of Hart Consulting Group said there will be examples of light rail going through buildings in San Diego. Mr. Seeburger said there is no legal requirement for stopping development in the corridor.

Mayor Giuliani said it is important to determine what kinds of residential neighborhoods transit would affect. She said if planners want local officials to be supportive they have to remember how communities were burned in the past by the Fort Lauderdale/Hollywood Airport, then by Tri-Rail. She referred to the noise caused by Tri-Rail and spoke of Hollywood's, so far, unsuccessful efforts to get a noise wall. She said planners need to work with those who can help by supporting the project, but who can also defeat it. She said planners need to be sensitive to residential areas, and suggested the need to buy more expensive product to assure it will be quiet. She said the study team should make contact early on with elected officials to keep the momentum going. Mr. McMullen responded that the team is aware of these types of problems and will be ahead of the problems on this project. Mr. Seeburger responded to Mayor Giuliani that she can be with us on this – this is one of the areas where elected officials can help.

SFECCTAS team member Ric Katz of Kommunikatz, Inc. said the study team will work through the mayors and communities when the study reaches its second tier. Mr. McMullen said the team has already received comments from municipalities which are incorporated into the public record.

Oakland Park Vice Mayor Larry Gierer said he would like to see quiet zones.

Mr. Hart responded to Mayor Giuliani regarding the type of equipment and noise. He said the purpose of the study is to attract federal funds, but the project will need local dedicated funds. He said the federal agencies won't pay for mitigation such as noise walls, so it's a matter of building an appropriate budget. He said this project can be done better than others.

Mr. Seeburger said regarding the federal government refusing to pay for mitigation, it's not an excuse for ignoring residents' requests.

Mayor Giuliani noted that there are ways to secure funding even if the federal government won't pay. Mr. Seeburger said the better organized the cities are, the better they can put pressure and find ways to fund and solve problems. Mayor Castro said she wants to make certain that attention will be paid to such issues. Mr. McMullen said this is a regional study so as to get such issues on the table early.

SFECCTAS team member Paul Kissinger of EDSA then narrated the PowerPoint slides regarding land use and station area development.

Mayor Mary Castro asked if there was a maximum number of stations or a maximum distance between them. Mr. Cejas said ultimately it depends on the biggest ridership, which could require added length to a train and more stations. Mr. Cejas added that efforts are made to look at where highest densities are occurring and where they are expected to occur. He said planners will start with the minimum operating segment and add to it. He said it will depend on suitability according to FTA criteria.

Mayor Castro asked about the maximum distance between stations. Seeburger said planners are looking at transit services suited to the type of travel, and what is not known yet is whether people will be traveling short or long distances. He said this will be determined as the study continues.

Mr. Kissinger said planners were looking at the suitability of urban areas to support stations. There are high suitability areas and low suitability areas. We take that suitability and overlay with travel markets and that's a huge determinant of where transit stations will be.

Elizabeth Hart said this should be thought of as a process. The purpose is to determine what works, so there really is no maximum distance between stations. Planners need input from the cities and there may need to be trade-offs, so this is a negotiated process. She said the team needs to learn what works.

Mr. Hart said that in the next 20 years there will be 1 million more people in Broward County, so urbanization will require building up. This density will bring more frequent transit stops.

Oakland Park CRA Manager Hal Miksch asked if the team was documenting employment centers. Mr. Cejas said for now planners are taking a generic look at employment. Mr. Hart asked why the concern, as the corridor is meant to encourage employment.

Wilton Manors Senior Planner Anthony Longo said his city looks at Wilton Station as an origination point. He asked if there is a point where the CSX and FEC railways cross. Mr. Cejas said they don't touch, but there are places where they come very close together such as in Palm Beach County (less than 1 mile). Elizabeth Hart said they could be connected with an east-west shuttle.

Mr. Hart said it is critical to look at the FEC as a passenger *system*. He said it needs to connect to all other systems, so they are interconnected and dependable. He mentioned the circulators that other cities had implemented.

Mayor Giuliani said as long as she is mayor she will not support a local circulator. She believes what other cities in Broward have done is counterproductive because what is needed is a regional system. She said cities like Hollywood can't afford a circulator, and that one can break the back of such cities. The mayor said a circulator doesn't support tourism because it's too complicated to figure out the connections, and said planners should talk to other cities along the corridor, as Hollywood doesn't want to cut services to pay for circulators. Mr. Cejas responded that it is not a "must" but it helps. **Vice Mayor Gierer** said his city has two bus services and they were affordable. He said they cover seven square miles and serve the poorer neighborhoods.

Deerfield Beach Planning Director Jerry Ferguson said that city's shuttle wouldn't work if its hours didn't run at the same time as transit.

Mr. Hart suggested there needs to be a combination of things the county is responsible for and connectivity is essential. He said that will be the responsibility of the county, which is why there needs to be a dedicated funding source for transportation.

SFECCTAS team member Nick Serianni of Nick Serianni Consulting narrated the PowerPoint slides regarding project funding. Oakland Park Vice Mayor Larry Gierer asked if planners are considering that Broward has recently done away with TIF funding and that recent state legislation has gutted the powers of CRAs in the state. Mr. Serianni said those things will be taken into consideration.

John Hart closed the meeting. He said the discussion regarding transportation funding has been going on for the past 10-15 years and the point in time has been reached when funding needs to be assured. He said it is important to capture as much funding as possible, and in doing so there needs to be interaction between the study team and local officials. Mr. Hart said the FTA needs to know that there has been local buy-in and consensus for the project.

This workshop adjourned at 4:04 PM.