Scoping Information Booklet

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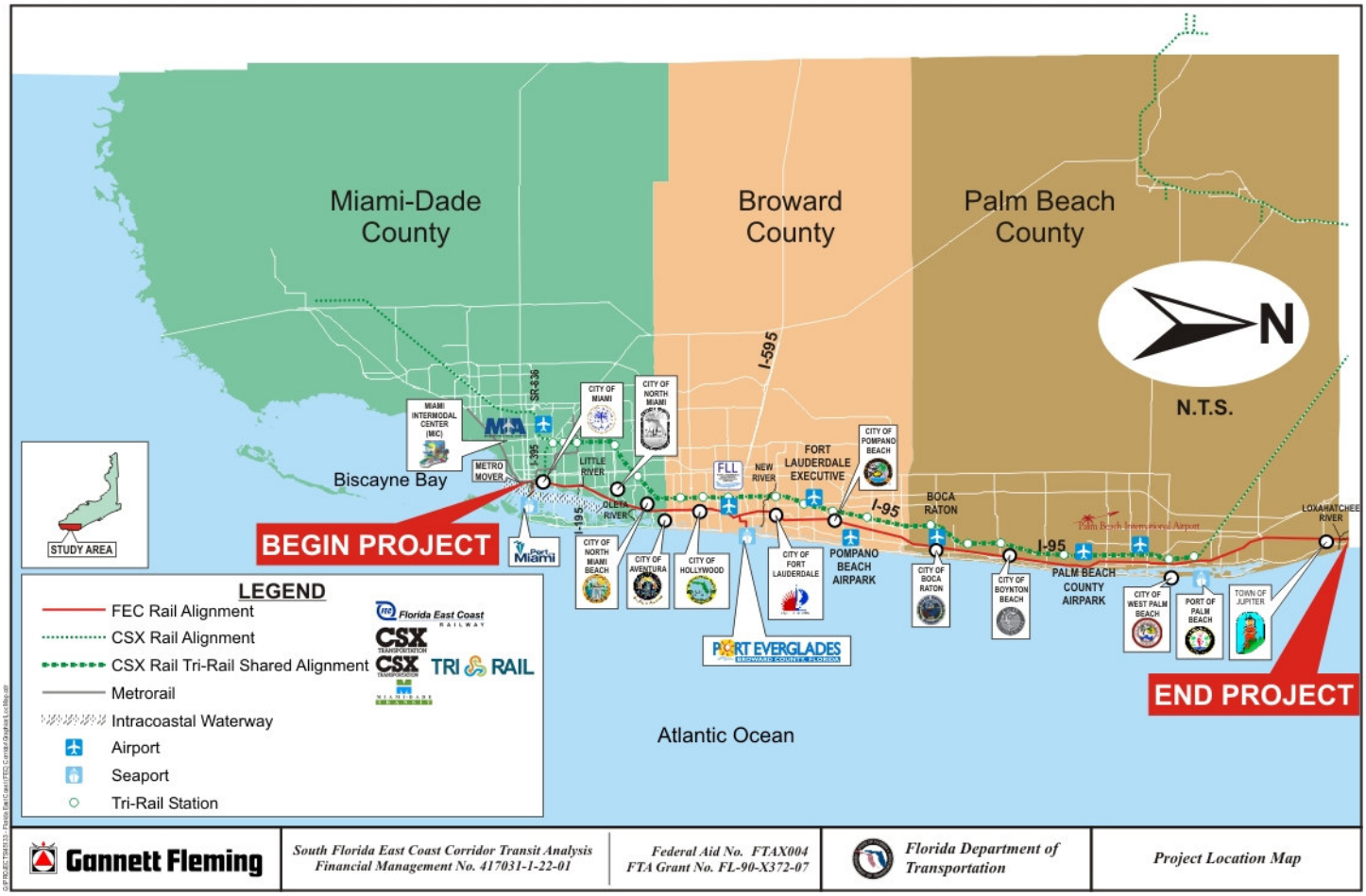
ABOUT THIS BOOKLET

The environmental review process is beginning for the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT) South Florida East Coast Corridor Transit Analysis (SFECCTA) Tiered Draft Programmatic Environmental Impact Statement (PEIS). This booklet is designed to help you understand the formal "scoping" process required under federal law by the Council on Environmental Quality (CEQ) and U.S. Department of Transportation (US-DOT) regulations, which implement procedures to achieve the goals set forth by the National Environmental Policy Act (NEPA). This booklet describes the proposed project, briefly identifies alternative alignments and technologies that will be evaluated in the environmental study, and outlines the environmental impact statement process. The first step is to identify the scope of the project, which will then guide the analysis. Project scoping is a process involving all stakeholders, public, government and business, as well as any other interested parties.

ABOUT THE PROJECT

The South Florida East Coast Corridor Transit Analysis (SFECCTA) study is implementing Tier 1 of a Tiered, Programmatic Environmental Impact Statement (PEIS) that will be prepared to evaluate transit improvements in Miami-Dade, Broward and Palm Beach Counties, Florida. The SFECCTA is located along the eastern spine of the tri-county South Florida region, centered on but not limited to the Florida East Coast (FEC) Railway alignment. The study proposes in Tier 1 to evaluate preferred technologies (e.g., rail, bus, express bus, etc.) and alignments through areas with heavily congested roadways and under-served, transit-dependent populations. These areas extend from Downtown Miami north through Ft. Lauderdale's Central Business District (CBD), and north of Downtown West Palm Beach to the Town of Jupiter and Village of Tequesta in northern Palm Beach County. The Tier 1 Analysis consists of a Regional Transit Alternatives Analysis. The Tier 2 Analyses will consist of subsequent Sectional Alternatives Analyses (per independent section of the SFECCTA study area).

Project Study Area



PROJECT BACKGROUND

1989 – The State of Florida acquired a 72-mile section of the CSXT rail corridor from CSXT Railroad. This section is now called the South Florida Rail Corridor (SFRC) used by Tri-Rail, Amtrak and CSXT. CSXT retained a freight easement. The FEC Railway was considered but was not available from FEC Industries at that time.

1993 – The Florida Department of Transportation FDOT completed a Transit Corridors Transitional Analysis which analyzed, in broad terms, the feasibility of various proposed transit corridors in Miami-Dade County, including the Northeast Corridor, which extended from Downtown Miami to the Broward County line along the FEC corridor.

2002 – Miami-Dade County initiated a consultant selection process for the performance of an Alternatives Analysis (AA) of the Northeast Corridor in 2002. This corridor segment is 13.6 miles in length.

2003 – The Florida Legislature established Florida's Strategic Intermodal System (SIS), a statewide network of high priority transportation facilities making up the core of Florida's transportation system.

2003 – The South Florida Regional Transportation Authority (SFRTA) begins the Jupiter Corridor Alternatives Analysis. This corridor is 15.7 miles in length.

2004 – FEC Industries, the owner of the FEC Railway Corridor, requested the SFRTA to coordinate an overarching regional study of the entire corridor in the three (3) counties of Miami-Dade, Broward and Palm Beach. FEC Industries indicated that it would not be possible for them to consider public use of the FEC right-of-way for transit when the corridor is being planned in a piecemeal way in individual, uncoordinated segments by multiple sponsoring agencies with different project implementation schedules. Meetings involving the SFRTA, the three MPOs, Miami-Dade County, and the FDOT were held and all agreed that FDOT District IV would be the lead agency for this project including contract award, and that all planning in the corridor would be discontinued and merged in

with the larger study.

The SFECCTA study encompasses Palm Beach, Broward and Miami-Dade counties. The study limits were to extend from Downtown Miami to Jupiter, a corridor length of more than 82 miles. The study was scheduled to begin in the spring of 2005.

2005 – FDOT begins SFECCTA with Elected Officials/Agency Kickoff Meetings held December 12th (Miami-Dade County), December 15th (Broward County), and December 19th, 2005 (Palm Beach County).

2006 – FDOT's Advance Notification (AN) was mailed out on January 23rd, 2006. The AN is posted and available at documents page within the project website (www.sfeccstudy.com/documents.html). On March 28, 2006 the FTA publishes a Notice of Intent (NOI) to prepare a Tiered PEIS with public and agency scoping meetings beginning in April 17 and concluding on April 24, 2006 (details also on project website). The FDOT published a notice of the public/scoping meetings in the Florida Administrative Weekly on April 14, 2006.

PLANNING, SCOPING & THE NEPA PROCESS

When a proposed project requires major federal action, such as a permit or grant, the federal agency that is involved is required to prepare an environmental document to evaluate the potential impacts of the project. In the case of the SFECCTA study, FDOT is initiating Tier 1 of a Tiered, Programmatic Environmental Impact Statement (PEIS) Transit Study, and the federal agency is the FTA, part of the US-DOT. Typically, during scoping the magnitude of the potential impacts are considered to determine if the environmental document that is prepared will be either an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). An EIS is appropriate if the FTA determines that the action is likely to cause significant impacts on the environment.

Tiered EIS

Completing a tiered EIS for particularly large projects may significantly reduce the amount of time needed to complete the NEPA process. For large projects, the local transit agency can complete an EIS to evaluate a broad program or a policy statement. Subsequent Statements (EIS, EA, or CE) can then be prepared for site-specific actions, only summarizing the issues discussed in the broader statement. Tiering reduces repetitive discussion of the same issues, allowing attention to be given to issues that are ready for a decision. Tiering in this study involves preparing and circulating a PEIS, with detailed environmental analysis and public involvement to be continued and expanded as necessary for each individual segment studied in Tier 2.

NEPA establishes the protection of the environment as a national priority and mandates the consideration of environmental impacts before the federal government undertakes—or supplies funding to—any action that is likely to significantly affect the environment. It also requires agencies to consider a wide range of alternatives to actions with significant impacts and to allow for broad participation in decision making.

The Act has four primary purposes:

1. Declare a national environmental policy
2. Promote efforts to protect the environment
3. Improve national understanding of environmental issues
4. Establish the Council on Environmental Quality (CEQ)

NEPA tasks the CEQ to ensure that federal agencies meet their obligations under the Act. CEQ also coordinates federal environmental efforts and works closely with agencies and other White House offices to develop

NEPA "Umbrella" of federal regulations

environmental policies and initiatives. While many different federal laws, rules and regulations govern the environmental review of federally-assisted mass transportation projects, NEPA is the all-encompassing, or "umbrella" law, guiding FTA's environmental protection process. NEPA requires federal agencies to "utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making" (Section 102, 42 U.S.C. 4332). Through the requirement of a "detailed statement" (an EIS) that includes the consideration of all potential significant environmental impacts of a proposed action, NEPA establishes an umbrella process for coordinating compliance with myriad environmental, historic preservation, and civil rights laws. Source: www.environment.fta.dot.gov/DECISION/what.asp

Project Purpose and Need

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) require clear explanation of the need for a proposed action with a focused statement of purpose and need. Some key elements to consider in purpose and need statements include, but are not limited to the following:

Project Status - This is a high priority project involving a collaboration of various agencies with FDOT District 4 as the lead local agency, FTA as the lead federal agency, and a number of others involved via the project scoping process through review of the project as part of the FDOT Efficient Transportation Decision Making (ETDM) process.

Capacity - The capacity of facilities and services throughout the eastern portion of the tri-county area is not adequate for the present movement of goods and people (especially the major roadways of I-95, SR 5/US-1, and Dixie Highway).

System Linkage - This project study corridor serves numerous existing and planned (future) transit systems and hubs (MetroRail, Metromover, Miami Intermodal Center [MIC], downtown bus terminals). Furthermore, the corridor has the potential to more efficiently link three major seaports, up to three international airports and several executive airports and airparks, major State and private universities, and numerous transit-dependent population centers as well as employment destinations.

Legislation - On November 5, 2002, Miami-Dade voters approved the People's Transportation Plan and the half-penny transportation surtax while a similar vote is scheduled to occur in Broward County as early as November, 2006. The Florida Legislature established Florida's Strategic Intermodal System (SIS) in 2003 in order to accommodate future growth in Florida. The U.S. House of Representatives approved funding for several of Miami-Dade County's most significant transit projects on July 29, 2005 in the Federal Highway Bill of House Resolution 3 (HR 3), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Social Demands or Economic Development - Between 1990 and 2000, the populations of Broward, Miami-Dade, and Palm Beach County rose 29%, 16%, and 31%, respectively, and by 2030, the tri-county's population is expected to increase by almost an additional 3 million persons. Growth of the existing transit-dependent population within the study area is projected, indicating there will be more people at lower incomes living in greater density, supporting consideration for transit service improvements.

Modal Interrelationships - The proposed project will interface with and complement multiple transportation modes including existing and proposed mass transit (on roads and rails), airports, and seaports, as well as pedestrian and cyclists via proposed greenway trails. The tri-county roadway and highway network is supported by a growing transit system comprised of five (5) transit agencies, Jitneys (privately operated public transit vehicles intermediate between taxis and buses); Shuttle Bus Services; and Paratransit Services.

Safety - Increasing transit use along the heavily congested SFECCTA study area is anticipated to improve safety by taking commuters off the roadways and freeways which reduces their interactions with other vehicles, especially trucks. Railroad crossing safety is another key issue: there are a current total of 202 "at-grade" rail/roadway crossings in the SFECCTA study area that are closely spaced at an average of 2½ crossings per mile, resulting in frequent locomotive horn use. Communities with crossings that meet certain safety criteria may be able to create ''quiet zones'' within areas where locomotive horns would not be routinely sounded, provided that there is not a significant risk of loss of life or serious personal injury.

Local and Regional Plan Consistency - The proposed project has been found consistent with the Florida Department of Community Affairs (DCA) approved County Comprehensive Development Master-Plans for all three counties. It is also consistent with the approved comprehensive Long Range Transportation Plans of each county's Metropolitan Planning Organization (MPO) local Transportation Improvement Plans (TIPs).

Project Scoping

Distribution of the AN initiated the project scoping which continues throughout project development. Project scoping is the process of defining the full range of activities involved in the EIS and affording an early opportunity for the public and agencies to comment on the issues identified and offer comments. Public outreach is an important aspect of effective scoping, which itself is critical to the success of a project.

The objectives of scoping are to:

- Determine the set of alternatives and impacts that will be examined in detail in the PEIS
- Give interested agencies and the public an early opportunity to comment on the scope of the analysis and raise issues or concerns that should be addressed in the PEIS
- Promote an efficient and streamlined PEIS process by assembling cooperating agencies, determining PEIS roles and responsibilities, determining related environmental requirements, scheduling concurrent reviews, and setting milestones in the process
- Streamline the NEPA process by ensuring that the Draft PEIS adequately addresses all relevant issues. This will minimize the possibility that comments will raise new issues to be evaluated or require supplemental documents

Scoping Process Schedule

The AN was circulated for the SFECCTA in January 2006 and now the project is proceeding to three scheduled scoping meetings, one for each county in the study area. There will be two sessions at each meeting, one starting at 3 p.m. and the second at 6 p.m., so participants may attend at a time convenient for them. The public is invited to participate as well, making this a joint public kickoff meeting as well as an interagency scoping event.

PROJECT SCHEDULE

Tier 1 of the SFECCTA will take approximately 18 months with an anticipated completion date of Spring 2007. Tier 2 schedules will vary with the individual segmental studies to be conducted on the logically prioritized projects recommended as a result of the Tier 1 study. The typical FTA timeframe for transit projects applying for "New Starts" federal funding would apply to the Tier 2 studies, ranging from 6 to 12 years from initial AA study through construction.

DESCRIPTION OF CONCEPTUAL ALTERNATIVES

Due to the highway capacity constraints throughout the eastern cities encompassing the study area, other mobility options, such as premium transit must be considered. Premium transit services are those such as Tri-Rail, Miami's Metrorail, light rail transit, bus rapid transit, and express bus routes. San Diego, Saint Louis, Washington, D.C., Houston, Baltimore, and Salt Lake City are among the cities across the nation that have examined the use of existing rail corridors and parallel streets for developing new premium transit service corridors. In fact, South Florida experienced the acquisition of the former CSX Railroad, now the South Florida Rail Corridor used by Tri-Rail. The decision relating to the location of the service depends on right-of-way availability, adjacent land uses, future freight demand and capacity for passenger service, and others. The decision on the type of technology may be established based on the varying characteristics of each technology, the desires of the community, and the available alignments. Additional criteria to consider when choosing a technology are capital cost, operating costs, service distance, station spacing, service frequency, capacity, power source, speeds, right-of-way requirements, vehicle life, accessibility, maneuverability, integration with other transportation modes, and flexibility.

Alignment Alternatives to be Considered

For the SFECC study the following alignments will be considered which would utilize an existing rail corridor and/or parallel streets:

- FEC railway corridor
- US 1/Federal Highway/Biscayne Boulevard
- Dixie Highway
- Other roadways

Technology/Transit Services Alternatives to be Considered

1) Intercity Passenger Rail service is currently provided by Amtrak to 33 cities in Florida. This service consists of express trains which cover longer distances and operate at higher speeds than other rail services. Intercity train station stops are typically spaced at major city intervals which can range from 50 miles to 100 miles and greater. Intercity passenger rail cars operate on shared railroad tracks with freight and commuter rail and are powered typically by diesel engines. Average trip lengths vary by area of the country served. Typical characteristics of intercity passenger rail are consistent with commuter rail characteristics.

Typical Characteristics

- Capital Cost/Vehicle: $5 – 9 million
- Annual Operating Cost/Revenue Mile: $11 - $13
- Seated Capacity: up to 1,500 per train
- Speed: Average 50 mph; Maximum 100 mph

2) Commuter Rail Transit is an electric or diesel propelled railway for urban passenger train service consisting of travel between a central city and adjacent suburbs. The regional example is Tri-Rail. This rail service uses standard railroads, with locomotives pushing or pulling passenger cars, or with passenger cars that have internal diesel engines. Stations are usually 2 to 5 miles apart. The average trip lengths for commuter rail range from 20 to 23 miles.

Diesel Multiple Unit (DMU) is a form of commuter rail transit that is self-propelled with rail passenger cars that have internal diesel engines. Commuter rail cars can also use Diesel-Electric Multiple Units (DEMU) for greater fuel efficiency. This option could utilize existing rail tracks, with a pre-arranged service plan to accommodate freight movements.

Typical Commuter Rail Characteristics

- Capital Cost/Vehicle: $5 – 9 million
- Annual Operating Cost/Revenue Mile: $11 - $13
- Seated Capacity: up to 1,500 per train
- Speed: Average 30 mph; Maximum 90 mph

3) Heavy Rail Transit is an electric railway with the capacity for a heavy volume of traffic. The regional example is Metrorail in Miami. It uses electric multiple units with steel wheels running on two steel rails. Power is commonly supplied by means of a single live third rail. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; station spacing between 0.5 and 2 miles; sophisticated signaling, high frequency, and

high platform loading. The average trip length for the Metrorail system is 6.5 miles.

Typical Heavy Rail Characteristics

- Capital Cost/Vehicle: $20 - 250 million
- Annual Operating Cost/Revenue Mile: $8 - $10
- Seated Capacity: 60 – 80 passengers per car, plus standees
- Speed: Average 30 mph; Maximum 70 mph

4) Monorails are powered by electric motors and generally have rubber tires. The more popular is the straddle-beam monorail where the train straddles the rail, covering it on the sides. The wheels roll along the top and sides of the rail to propel and stabilize the train. Right-of-way must be grade separated and stations are typically spaced between 0.5 and 1 mile apart. Although this technology is mostly seen at tourist destinations such as Disneyland and at airports, the monorail pictured is a short segment that runs through downtown Seattle. In some cases the monorail technology is similar to heavy rail and the average trip length is 5 miles, whereas in places like Seattle, the monorail operates like a people mover and the average trip length is closer to 0.5 miles.

Typical Monorail Characteristics

- Capital Cost/Vehicle: $1-1.5 million
- Annual Operating Cost/Revenue Mile: $12-$16
- Seated Capacity: 30-60 passengers per car
- Speed: Average 25 mph; Maximum 45 mph

5) Light Rail Transit is a flexible transportation mode which consists of a system of lightweight passenger rail cars operating singly or in short, two-car trains, on fixed rails in right-of-way that is not separated from other traffic for much or all of the way. LRT can operate in mixed traffic on tracks embedded in the street (like streetcars), on an at-grade right-of-way with street and pedestrian crossings, or on a fully segregated exclusive right-of-way. A distinction of light rail vehicles is that vehicles draw power from an overhead electric line via a trolley, pantograph or catenary wire. Station spacing can be .5 to 1.5 miles depending on the type of service being provided. Line haul, longer service can be served with traditional light rail, whereas, short distance service can be provided by streetcar light rail. The average trip length is 4.4 miles. This mode is being studied for the Central Broward East-West Transit Corridor and for the Miami-Miami Beach Baylink Corridor. This option could be built within the rail corridor where the light rail can be properly separated form the freight rail and there is adequate rail right-of-way.

Light Diesel-Electric Multiple Unit (LDEMU) is a technology that allows an in-vehicle/on-board diesel-electric engine to propel a vehicle in a fixed guideway. An advantage to the in-vehicle option is the ability to power a light rail vehicle without overhead electric power wiring or poles. From a technology

perspective, LDEMU and Light Diesel Multiple Unit (LDMU) are the same.

Typical Light Rail Characteristics

- Capital Cost/Vehicle: $3 - 25 million
- Annual Operating Cost/Revenue Mile: $7 - $15
- Seated Capacity: 150 – 300 per train/100 per streetcar
- Speed: Average 15 to 25 mph; Maximum 65 mph

6) Automated Guideway Transit is a transportation system which is fully automated with driverless vehicles operated on fixed guideways in an exclusive right-of-way. The regional example is Metromover in Miami. Self-propelled vehicles or trains use a two-rail guideway system with rubber tires on concrete or steel guideway or steel wheels on steel rail. The majority of AGT systems usually operate as a local distribution system (people mover) in an environment where there are many trips concentrated over short distances. Stations are typically spaced 0.25 to 0.5 miles apart and the speed of an AGT is up to 55 mph. The average trip length for the Miami Metromover is 0.56 miles.

Typical AGT Characteristics

- Capital Cost/Vehicle: $1.6 -1.8 million
- Annual Operating Cost/Revenue Mile: $12-$16
- Seated Capacity: 60-100
- Speed: Average 10 mph; Maximum 35 mph

7) Bus Rapid Transit is enhanced transit service using low-floor buses operating within a service corridor with a reduced number of stops (typically 1 to 2 per mile), expedited operating speed due to traffic signal management favoring the buses, on frequent headways (often 5 to 15 minutes apart in peak hours). Vehicles can be modern and train-like in appearance and function. BRT can operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. A regional example of BRT is the South Miami Busway. BRT can consist of dedicated lanes for all or part of the route and/or elevated or underground separated rights-of-way. The average trip lengths for BRT range between 4 to 6 miles. This option could be built within the rail corridor where the busway can be properly separated from the freight rail, and there is adequate rail right-of-way.

BRT can utilize various vehicle types and technologies. Some systems use electric trolley buses which are similar to either standard or articulated diesel powered buses, except that they are propelled by electric motors and obtain power from two overhead catenary wires along the route. Two wires are required to complete the electrical circuit, whereas, electric rail vehicles require only one overhead wire as they complete the circuit by returning power through rails. Electric trolley buses are available as either standard trolleys approximately 40 feet in length or articulated trolleys approximately 60 feet in length. They are limited to approximately 40-mph top speed. The trolley bus is steerable and needs no guideway, although the reach of its trolley poles limits its locus of movement before they become derailed.

Other BRT use a guided bus which can be steered for part or their entire route by some form of external trackway which parallels existing roads. The trackway is dedicated for bus use only and allows for high speed operation and reliable schedules. Small guide wheels are attached to the regular wheels of the bus.

Other guided buses are steered on the roadway with new Guided Light Transit technology. This technology allows the bus to guide itself along the roadway following pavement marking detected by the bus.

There is a significant cost differential between LRT and BRT. The differences in cost are primarily a function of providing the electrical power for light rail as well as the higher cost of LRT vehicles. Due to the difference in the capacity of the vehicles, BRT is likely to have somewhat higher operating costs (more vehicles would be required to provide the same passenger capacity as LRT). Light rail has demonstrated the capacity to support economic development and transit-oriented development in virtually every LRT system that has been implemented in the country in recent decades. To date, BRT systems do not appear to have as high a potential to stimulate economic development as LRT. The size of the investment and the permanence of the infrastructure of LRT systems are cited as the reasons that LRT has a larger, positive impact on economic development than BRT.

Typical BRT Characteristics

- Capital Cost/Vehicle: $0.2 - 0.5 million-shared lane
- $8 - 25 million-dedicated lane or guideway
- Annual Operating Cost/Revenue Mile: $6 - $8
- Seated Capacity: 35 - 100 per bus
- Speed: Average 30 mph; Maximum 60 mph

8) Waterborne Transit consists of using adjacent navigable waters for transporting passengers to and from destinations and to and from transit. The regional example of waterborne transit is the water bus and water taxis used in Ft. Lauderdale that serve local short distances. Some communities like St. Petersburg are using hovercraft technology designed to operate in shallow waters at higher speeds. In Seattle, fast ferries are used where hydrofoil technology contributes to higher speeds in deeper waters. Hovercraft technology is more environmentally compatible with South Florida conditions. The average trip length for this technology varies greatly. The American Public Transportation Association compiles information on ferryboats, a similar technology, and the average trip length for those is 5.9 miles.

Typical Waterborne Transit Characteristics

- Capital Cost/Vehicle: Varies greatly depending on vehicle ($200,000-$500,000)
- Annual Operating Cost/Revenue Mile: Varies
- Seated Capacity: Varies greatly depending on vehicle (50-300)
- Speed: Average 30 mph; Maximum 60 mph

9) Express Bus offers flexibility in the location and level of service provided. Capital cost to expand service is relatively low. A wide variety of service types can be provided with buses, such as express, limited stop, fixed route, route deviation and demand responsive services. In express service, buses have very few or no stops between where passengers board and the end of the route. Park-and-ride lots are often provided for the users of express bus service. Service frequency can be changed to meet peak period, off-peak period and special event demand. Capacity is limited somewhat by vehicle size. Since buses operate in mixed traffic, it is hard to provide a travel-time savings versus travel by car.

Typical Express Bus Characteristics

- Capital Cost/Vehicle: $200,000 + (40 ft. urban bus)
- Annual Operating Cost/Revenue Mile: $6 - $8
- Seated Capacity: 15 - 100 per bus (depending on vehicle size and type)
- Speed: Average 35 mph; Maximum 60 mph

Project Goals and Objectives

A total of seven goals and their associated objectives were established for the SFECCTA. These will be utilized as the basis for evaluating the proposed project alternatives in terms of their capacity to fulfill the requirements of each goal and objective. The goals are general statements that define what needs to be accomplished and the objectives identify the specific expressions of those desires. The evaluation criteria that will be developed from these will measure how well the alternative succeeds in achieving the desired goals and objectives. The following are the initial set of goals and objectives that will be further refined based on public and agency input.

Goal 1: Improve mobility and access for personal travel and goods movement.

Objectives:

1. Accommodate future travel demand in the corridor by expanding transit options to employment centers and residents in the region.
2. Improve travel time reliability.
3. Improve existing transit service to complement corridor transit service.
4. Improve accessibility of transit in the community, including the transit-dependent.
5. Improve connections among all modes of transportation.
6. Improve transit level of service and travel time.
7. Support goods movement in the corridor with higher capacity and connectivity.

Goal 2: Coordinate transportation investments in the corridor to contribute to a seamless, integrated regional multi-modal transportation network.

Objectives:

1. Invest in infrastructure, facilities and services that improve connectivity, transfer and circulation in the region.
2. Coordinate and integrate with other regional rail, mass transit, and roadway projects.
3. Maintain working relationships with transportation partners, including the FTA, FDOT, Regional Transportation Authority, MPOs, Counties, Cities, Regional Planning Councils, Business Groups, Florida East Coast Industries, and other stakeholders.
4. Provide efficient connections to other transportation corridors, modes, intermodal facilities and major ports (air and sea) along the corridor.
5. Avoid and minimize duplication of premium transportation services.
6. Be consistent with other transportation and land use planning efforts.

Goal 3: Encourage the implementation of transit supportive development.

Objectives:

1. Locate transit stations where higher density development can readily be accommodated.
2. Support local economic and land use plans and goals that support transit.
3. Facilitate transit-supportive and context sensitive development guidelines, zoning and policies.
4. Provide transit that complements the scale and character of neighborhoods, housing, and business developments.
5. Support sustainable smart growth development and redevelopment.

Goal 4: Minimize adverse impacts to the community and local businesses.

Objectives:

1. Minimize or mitigate adverse local traffic and safety impacts.
2. Minimize adverse noise impacts.

3. Avoid and minimize adverse impacts to minority and low income communities.
4. Minimize adverse right-of-way and physical impacts to established communities and businesses.
5. Improve transportation equity for transit-dependent populations.
6. Provide improved transportation access to employment areas.

Goal 5: Preserve and enhance the environment.

Objectives:

1. Minimize or mitigate adverse impacts to existing environmental resources.
2. Preserve historical and cultural resources.
3. Reduce traffic congestion.

Goal 6: Provide a cost-effective transportation solution to meet identified travel needs consistent with the availability of implementation and operating funds.

Objectives:

1. Meet FTA goals as they relate to cost effectiveness.
2. Follow the FTA planning regulations and applicable environmental compliance processes to ensure that the investment strategy for the corridor will be eligible to receive federal funding.
3. Optimize transportation investments and obtain local financial support.

Goal 7: Improve safety conditions for vehicular traffic and pedestrians.

Objectives:

1. Plan transit stations with applicable FRA and FTA safety guidelines.
2. Plan safe corridor crossing locations for vehicles and pedestrians.
3. Plan rail freight improvements consistent with applicable FRA regulations.
4. Minimize overall modal conflicts.

GLOSSARY OF ACRONYMS & TERMS

AA	Alternatives Analysis
AN	Advance Notification
CBD	Central Business District
CE	Categorical Exclusion
CEQ	Council on Environmental Quality
EA	Environmental Assessment
EIS	Environmental Impact Statement
FDOT	Florida Department of Transportation
FEC	Florida East Coast
FR	Federal Register
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
NEPA	National Environmental Policy Act
NOI	Notice of Intent (published in FR)
PEIS	Programmatic Environmental Impact Statement
PIP	Public Involvement Plan
SFECCTA	South Florida East Coast Corridor Transit Analysis
SFRTA	South Florida Regional Transportation Authority
Tiering	An environmental streamlining approach to large scale projects focused on regional issues/policy development in Tier 1, followed by more in-depth studies of logical segments in Tier 2.
US-DOT	U.S. Department of Transportation

NEXT STEPS

- Individual Policy and Technical Steering Committee Meetings
- Data Collection and Travel Market Analysis
- Municipal Workshops
- Finalize Freight Capacity Analysis
- Complete Goals and Objectives/Purpose and Need
- Tier 1 Alternatives Development/Initial Screening.

studies of logical segments in Tier 2.

CONTACT US:

The FTA and FDOT are committed to the concept that public participation is an essential and vital part of this study. Both agencies are working together to ensure that members of the public and participating/reviewing agencies have a voice in the planning process. A Public Involvement Plan (PIP) has been developed for this study to encourage public participation throughout the study. Opportunities for ongoing involvement by the public and agency staff include:

- Public/Agency Meetings, including these scoping meetings
- Newsletters and Bulletins
- Comment Forms
- Project Website: http://www.sfeccstudy.com

- Project mailing list email address:

  mailing_list@sfeccstudy.com

- Requests for Presentations
- Public Workshops and Public Hearing

The scoping meetings are designed to provide the public and agency staff with an early opportunity to learn about the study's purpose and process, and to encourage communication with FDOT and the consultant team about your issues and ideas. FDOT will accept written comments any time between the meeting dates and the end of the scoping comment period on May 30, 2006.

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