



South Florida East Coast Corridor Transit Analysis

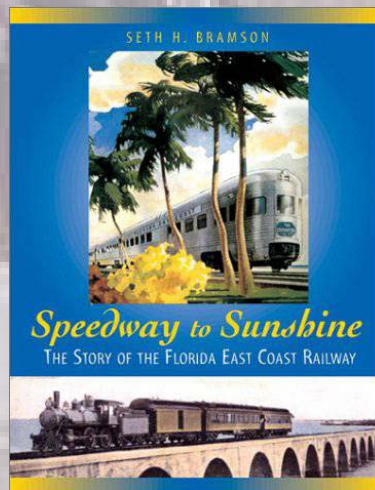
Agency – Elected Official

Kickoff Meeting Presentation

**Scott Seeburger, Special Projects Manager
FDOT-District 4
Ft. Lauderdale, Florida**

Introduction

- Meeting Purpose
- NTP September 26 2005
- Transportation Partners in all 3 Counties
- FDOT District 4 is Lead Agency



Study Overview

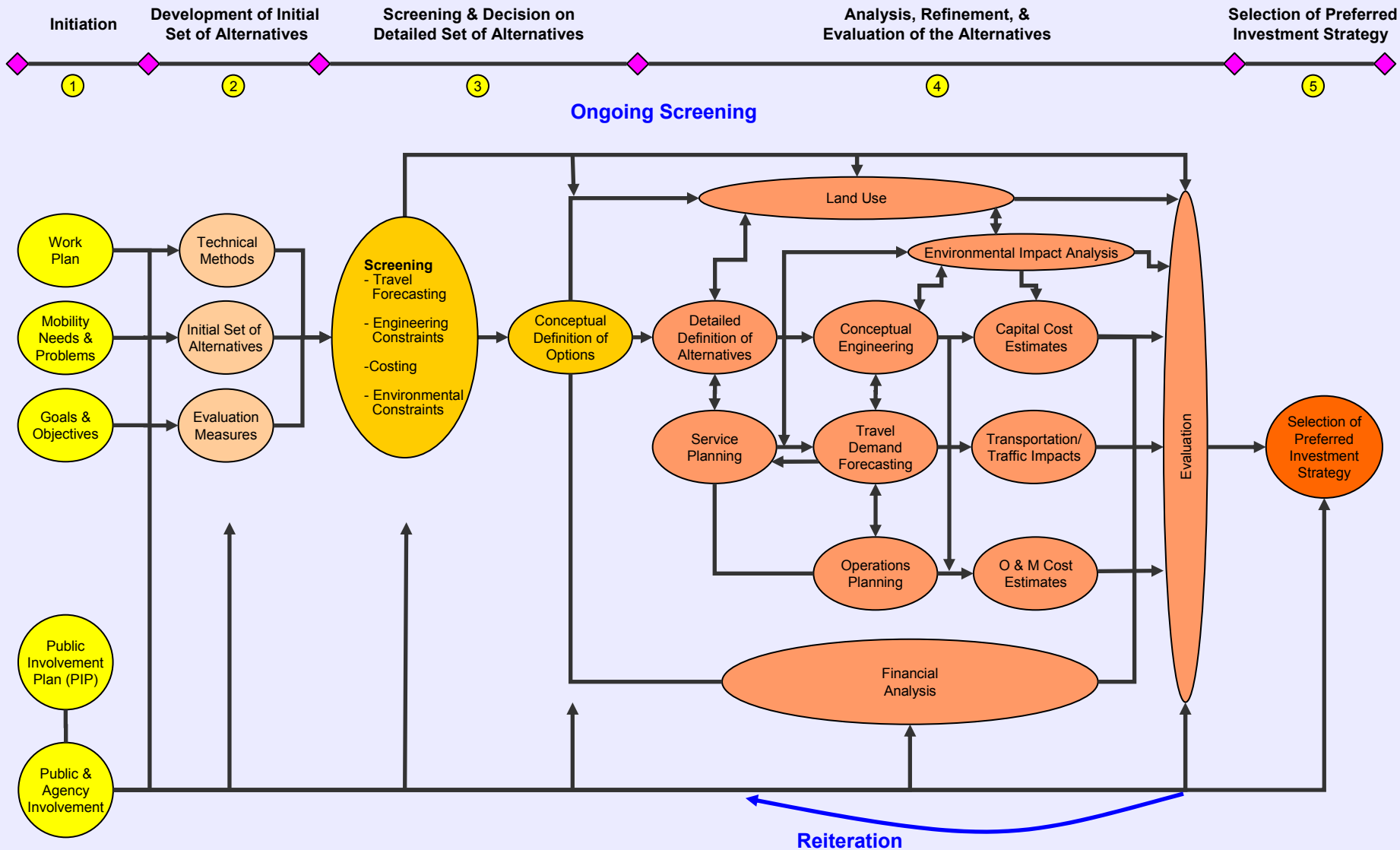
- Study Corridor 85-mile long by 2 mile wide
- Corridor History
- Tiered EIS/AA Process



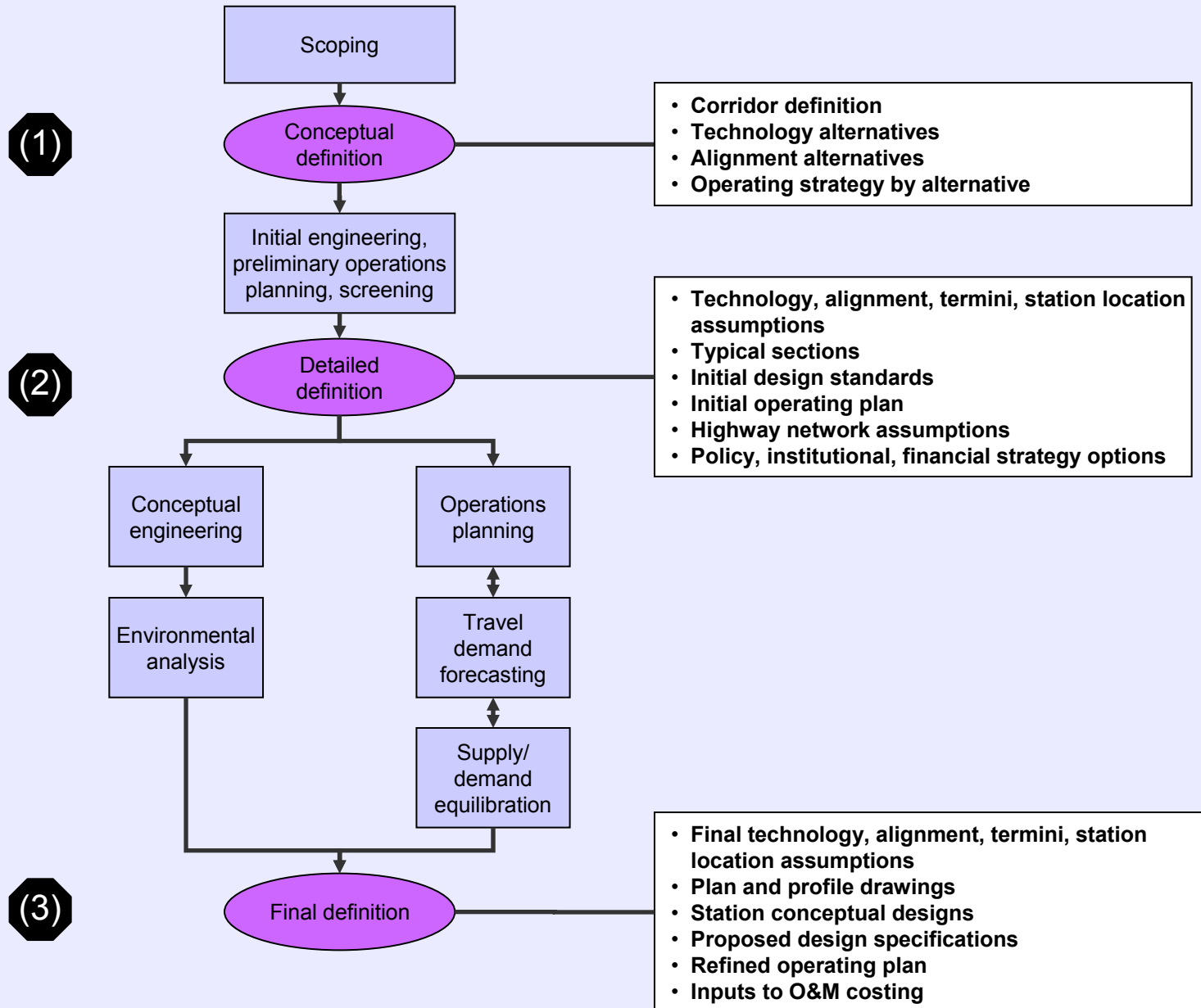
Regional Growth Development Activity in the Corridor



FTA MIS/AA Workflow



FTA Steps In The Development Of Alternatives

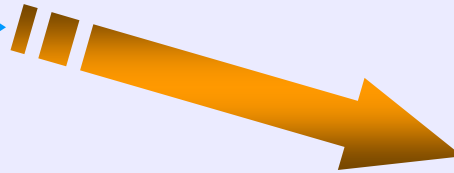


**Phase 1 Analysis
(AA Tier 1)**



**Travel Markets
Initial Alternatives
Tier 1 Screening
Corridor Segmentation
Prioritize Sectional Analyses
Freight Integration
Draft Corridor-Level EIS**

**Tier 1
Record of
Decision**



**FEC/CSX
Partnering
Advanced ROW
Acquisition**

**Phase 2 Sectional
Analyses
(AA Tier 2/3)**

**Sectional
Records of
Decision**

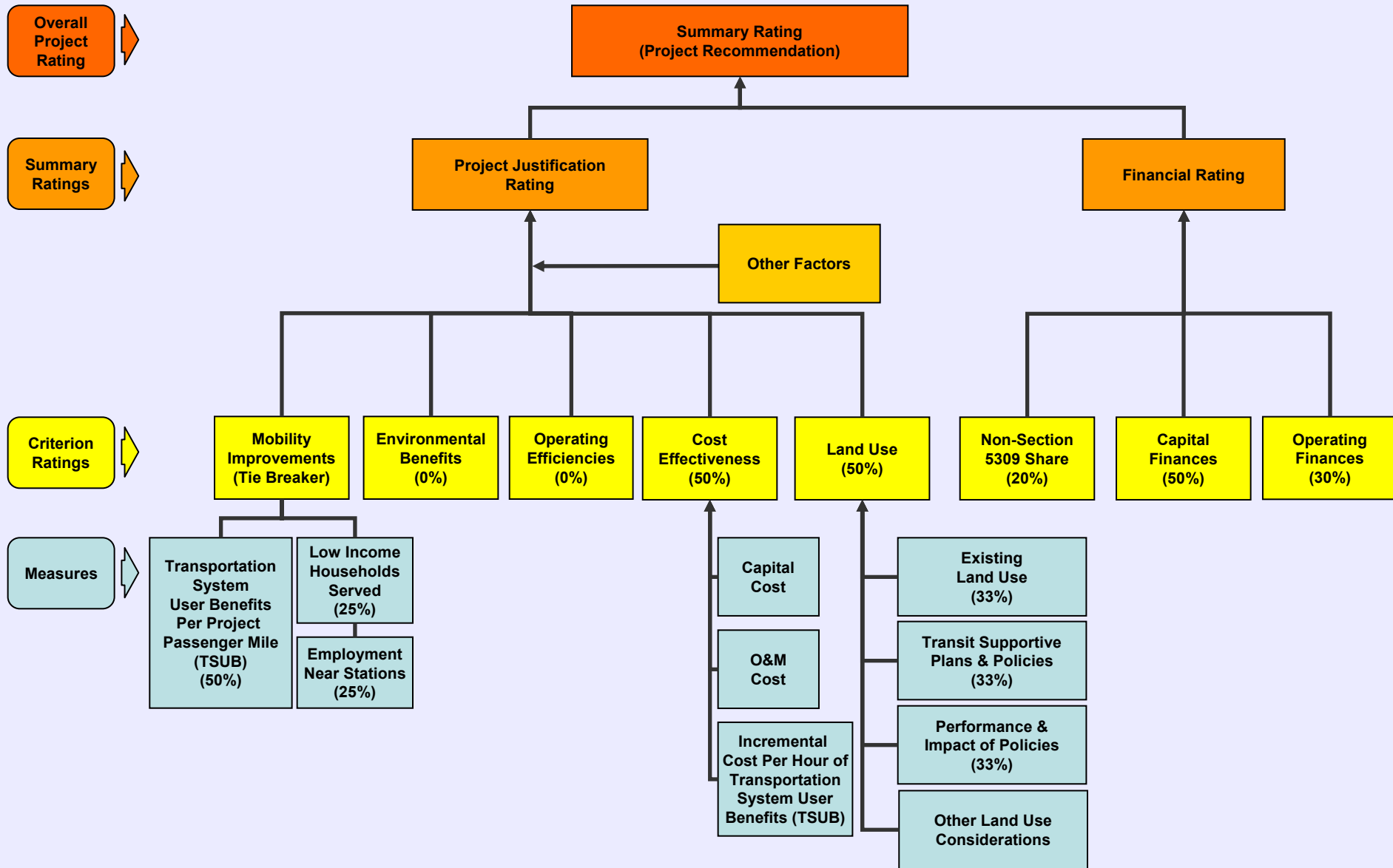


**Sectional Products
Draft Sectional EIS(s) or
EA FONSI(s)
Application(s) for PE
New Starts Applications**

**Sectional
Design Phases**

SFECC Study Process

FTA New Starts Evaluation and Rating Framework



What is different on this study than a traditional FDOT Study?

- Length makes it multi-jurisdictional (SFRTA, 2 FDOT Districts, 2 RPC's, 3 counties/MPO's, 28 (45) cities, and 1 million plus stakeholders)
- Mass transit type project (as opposed to highway)
 - Evaluation of various transit alignments and technologies
 - Identifying transit station areas based on TOD/TSLU
- FTA is lead agency (with FHWA and FRA as cooperating agencies)
- NEPA documentation and ETDM process from outset

What is different on this study than a traditional FDOT Study? (cont.)

- Two tiered NEPA EIS process (Tiering)
 - Tier 1 and Tier 2 EIS's and ROD's
 - Broad/regional/area wide issues as well as indirect and cumulative impacts in Tier 1
 - Segment/narrower/site specific issues in Tier 2
- Rail freight analyses will be an important component for FEC Alternatives
- Principal right-of-way under consideration (FEC) is under private ownership

Alternative Transit Technologies



Intercity Passenger Rail



Commuter Rail



Diesel Multiple Unit (DMU)



Heavy Rail



Monorail



Light Rail



Light DMU



**Automated
Guideway Transit**



**Bus Rapid Transit
(BRT)**



**Waterway
Transit**

Transit Stations



Alternative Alignments

- FEC Railway
- US-1/Federal Highway/Biscayne Boulevard
- Dixie Highway
- Others



Alternative Alignments/Technologies

- One alignment and one technology
 - E.g.: Tri-Rail along the entire FEC
- One alignment and multiple technologies
 - E.g.: Metro-rail on FEC in Miami-Dade, Tri-Rail Jupiter Extension on FEC in Palm Beach, BRT on FEC in Broward
- Multiple alignments and one technology
 - E.g.: Light DMU on FEC, US-1, and/or Dixie Highway
- Multiple alignments and multiple technologies
 - E.g.: Metro-rail on Biscayne Blvd in Miami-Dade, BRT on Dixie Hwy in Broward, Tri-Rail Jupiter Extension on FEC in Palm Beach

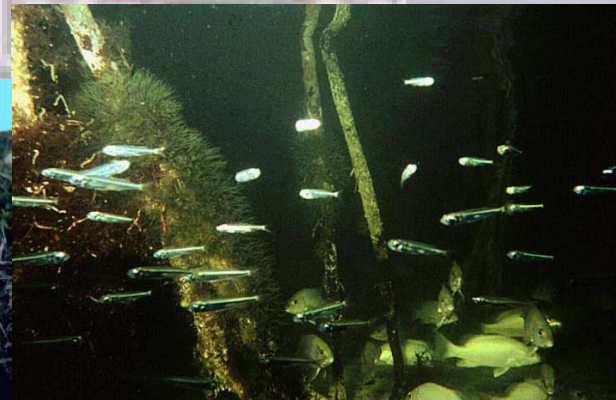
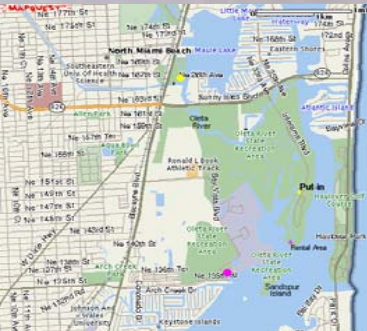
Key Issues and Challenges

A freight train is shown from a low angle, moving away from the viewer on a set of tracks. The train consists of several yellow and black locomotives at the front, followed by a long line of freight cars. The background is a hazy, overcast sky.

- Pace of Development
- Redevelopment Integration
- Public/Agency Consensus
- Freight Integration/Preservation
- Two Federal Processes
- Funding = New Starts + Local Funding

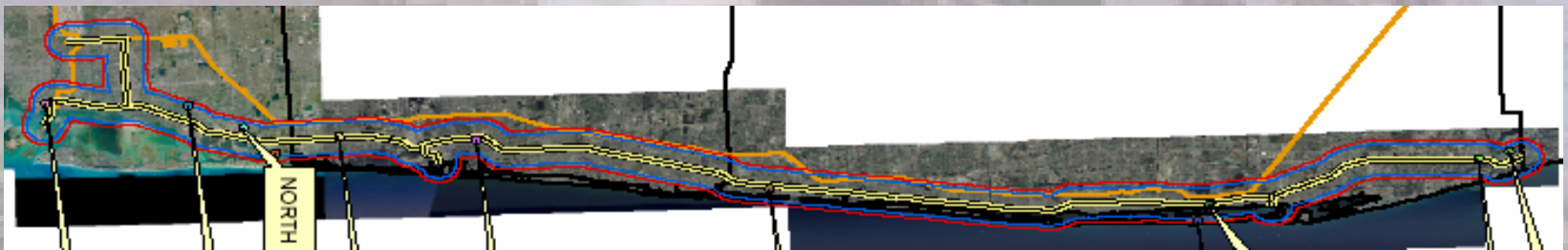
Key NEPA Issues – Tier 1

- **Potential Environmental (Natural/Physical) Impacts**
 - Noise and Vibration
 - Air Quality
 - Contamination Sites
 - Navigation, Manatee Restriction Zones
 - Wetlands, Essential Fish Habitat
 - Water Quality and Quantity
- **Potential Cultural Impacts - Sections 4(f)/6(f)/106**
 - Historic and Archaeological Sites
 - Recreation Areas



Key NEPA Issues – Tier 1(cont.)

- **Potential Community Impacts**
 - Aesthetics
 - Economic
 - Land Use
 - Mobility
 - Relocation
 - Social
- **Potential Secondary and Cumulative Effects**



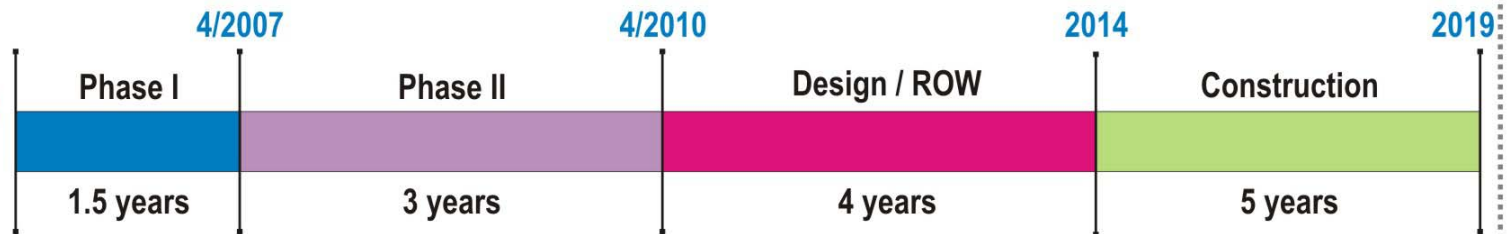
Overall Study Schedule

New Starts Process Project Development: Typically 6-12 Years

**SHORT
SCHEDULE**



**PROTRACTED
SCHEDULE**



Next Steps

- Policy and Technical Steering Committees
- Kickoff Presentations
- Data Collection and Travel Surveys
- Initiate Public Outreach
- Finalize Freight Capacity Analysis
- Agency – Elected Official Feedback



Agency Review and Feedback

- Identify priority resources
- Utilize EST to input or update resource data
- Review and indicate consistency with agency's statutory authority
- Review and comment on the Purpose and Need
- Input commentary on potential effects (direct and indirect)
- Assign a degree of affect on particular resource(s)
- Identify necessary technical studies or analyses

Agency Review and Feedback (cont.)



- Identify and document need for further agency involvement or potential for a dispute
- Review and comment on project alternatives
- Identify potential initial avoidance, minimization and/or mitigation measures
- Identify permissibility issues
- Review and comment on community issues and public concerns

Elected Official and Public Input



- Project goals and objectives
- Logical and independent corridor subsections (number and limits)
- Prioritization of corridor sections (implementation program)
- Tier 1 alternatives screening results (non-viable options)
- TOD and TSLU at potential station areas (local zoning code changes)
- Financing and funding partners (city, county, regional, State, Federal)

**S O U T H
F L O R I D A**



**EAST COAST
CORRIDOR**

S T U D Y

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