



December 11, 2006

Mr. Scott P. Seeburger  
SFECCTA Project Manager  
Florida Department of Transportation  
District IV Planning and Environmental Management  
3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309-3421

**RE: SFRTA Comments on the SFECCTA Tier I DPEIS**

Dear Mr. Seeburger:

I am writing to provide comments on behalf of the SFRTA regarding the South Florida East Coast Corridor Transit Analysis (SFECCTA) Tier I Draft Programmatic Environmental Impact Statement (DPEIS). We appreciate this opportunity to examine the DPEIS document and provide feedback for your consideration. Numerous SFRTA staff members have reviewed the document, and below you will find our comments and suggestions.

**General Comments:**

- Overall, the DPEIS document is well organized and does a solid job of documenting the study. The maps and graphics are especially helpful.
- SFRTA would like to see coordination among the three projects proposed to move forward as part of the Tier II effort. Analysis should continue to take into account the ridership and ROW needs overall, to further a system-wide approach that will not preclude future pursuit of a corridor length service.
- In all three counties, numerous bicycle/pedestrian path proposals have been developed in the study area, including within the FEC corridor. These bike/ped projects should be mentioned, along with a brief statement of their compatibility with the alternatives still under consideration for ridership, land use, and ROW purposes.
- Please make sure that Fort Lauderdale-Hollywood International Airport (FLL) expansion plans are incorporated into the study analysis, and that the airport projects do not affect the concepts and rights of way being considered as part of the SFECCTA.

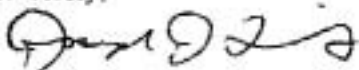
In addition to these general comments, please also note the comments below that address more detailed issues and specific segments of the DPEIS document:

- Page 5- Specify when regional rail and light rail alternatives will be analyzed for noise and vibration issues.

- Pages 6-7- It is not made clear whether multiple technologies could be evaluated or implemented within a corridor segment. (for example, could RGR be pursued from Pompano Beach to Ft Lauderdale, and then LRT or RRT from Ft Lauderdale to the south)
- Page 20- There should be more information to back up the statement that "transit demand in the study area is high" considering the overall transit mode share is less than 5%.
- Page 20- Provide more detail on how the project "would provide opportunities for additional freight capacity enhancements to serve growing needs at adjacent seaports and airports." Perhaps there should also be reference to a prior study or figures to support the statement that the "demand for movement of goods via freight is increasing beyond rail capacity." This can also be applied when the freight issue is raised again on Page 40.
- Pp. 23-24- US 1 lines on the chart are barely visible.
- Page 26- We are encouraged by the trip length findings that an FEC service would serve a different (shorter) travel market than Tri-Rail, providing complimentary, not competitive service.
- Page 42- The section on Airport Demand does not mention existing Tri-Rail service to MIA and FLL.
- Pages 44-45- An update is needed to reflect failure of the November 2006 Broward County ballot initiative for transit funds.
- Page 139- A map showing the substandard FEC ROW locations or a more detailed description of where this exists would be helpful.
- Page 182- The model's projected decline in Tri-Rail ridership caused by the build alternatives (vs. the no-build and TSM alternative) is explained well. The relationship between the SFECCTA alternatives and the existing Tri-Rail system is critical, and should be monitored even more closely in the detailed Tier II analyses.
- Page 256- The South Florida Regional Transportation Authority (SFRTA) should be included in the list of "regional organizations" being DPEIS recipients.

Again, thank you for the opportunity to review the DPEIS document and provide these comments. Please feel free to contact either me or William Cross if you have any questions or need further clarification on the comments submitted. We look forward to further partnership on the SFECCTA in the Tier II analysis in 2007 and beyond.

Sincerely,



Joseph J. Quinty, AICP  
Transportation Planning Manager

cc William Cross, Manager of Planning and Capital Development  
Joseph Giulietti, Executive Director  
Jack Stephens, Deputy Executive Director