



## Tri-Rail Coastal Link Study (f/k/a SFCEC Study) Project Steering Committee Meeting Summary

**TO:** Project Record

**FROM:** Cory McKnight

**DATE:** September 10, 2013

**REFERENCE:** SFCEC Corridor Management Oversight Consultant  
FM #417031-3-32-01, Contract No. C8Z90

**SUBJECT:** Tri-Rail Coastal Link Study Project Steering Committee (PSC) Meeting  
Miami Parking Authority  
40 NW 3 Street, Suite 1103  
Miami, FL 33128  
Tuesday, September 10, 2013, 1:30 p.m.

### Attendees

FDOT District Four	Amie Goddeau	amie.goddeau@dot.state.fl.us
FDOT District Four	Gerry O'Reilly	gerry.oreilly@dot.state.fl.us
FDOT District Four	Mike Melendez	michael.melendez@dot.state.fl.us
FDOT District Four	Larry Merritt	larry.merritt@dot.state.fl.us
FDOT District Four	Birgit Olkuch	birgit.olkuch@dot.state.fl.us
FDOT District Four	Gus Schmidt	gus.schmidt@dot.state.fl.us
FDOT District Six	Ken Jeffries (phone/online)	ken.jeffries@dot.state.fl.us
Miami-Dade MPO	Wilson Fernandez	wilson@miamidade.gov
Miami-Dade MPO	Irma San Roman	irma@miamidade.gov
Miami-Dade MPO	Tewari Edmonson	tedmons@miamidade.gov
Clary Consulting	Lowell Clary	Lowell.clary@claryconsulting.com
Broward MPO	Greg Stuart	stuartg@browardmpo.org
Miami-Dade Transit	Jacqueline Carranza	carraj@miamidade.gov
Miami-Dade Transit	Monica Cejas	mcejas@miamidade.gov
Palm Beach MPO	Nick Uhren	nuhren@palmbeachmpo.org
SFRTA	Bill Cross	crossw@sfrta.fl.org
SFRTA	Joe Quinty	quintyj@sfrta.fl.gov
SFRTA	Lynda Westin	westin@sfrta.fl.gov
SFRTA	Loraine Cargill	Cargill@sfrta.fl.gov
SFRTA	Natalie Yesbeck	yesbeckn@sfrta.fl.gov
SFRPC	Jim Murley	jmurley@sfrpc.com
SFRPC	Isabel Coso Carballo	isabelc@sfrpc.com
TCRPC	Kim DeLaney	kdelaney@tcrpc.org
Clear Light	Denis Eirikis (phone/online)	eirikis@clearlightpr.com

<b>Broward County Transit</b>	<b>Jonathan Roberson (phone/online)</b>	<b>jroberson@broward.org</b>
<b>Palm Tran</b>	<b>Fred Stubbs</b>	<b>fstubbs@pbcgov.org</b>
<b>RS&amp;H</b>	<b>Jaime Lopez</b>	<b>jaime.lopez@rsandh.com</b>
<b>AECOM</b>	<b>Dave Schmitt</b>	<b>david.schmitt@aecom.com</b>
<b>AECOM</b>	<b>Rick Cantwell</b>	<b>Richard.cantwell@aecom.com</b>
<b>CH2M Hill</b>	<b>Sunserea Dalton (phone/online)</b>	<b>Sunserea.dalton@ch2m.com</b>
<b>Communikat</b>	<b>Cory McKnight</b>	<b>cmcknight@communikat.com</b>
<b>Communikat</b>	<b>Ric Katz</b>	<b>rkatz@communikat.com</b>
<b>Ernst &amp; Young</b>	<b>Nick Serianni</b>	<b>Nick.serianni@ey.com</b>
<b>Hanson Inc.</b>	<b>Jeff Bowen</b>	<b>jbowen@hanson-inc.com</b>
<b>Mark Hardgrove</b>	<b>Planning Innovations</b>	<b>wrgac@aol.com</b>

**MATERIALS DISTRIBUTED:**

- **Sign-in sheet**
- **Meeting packet**
- **Draft TRCL branding samples**

**Action Items / Follow-up required:**

- Provide updates to Miami-Dade MPO Board in September. FDOT to correspond with SFRTA and follow up with Miami-Dade MPO staff to determine if they have enough information for the update.
- PI-Outreach group to update FAQs for the station documents attached to the joint FDOT/SFRTA letter.
- Provide SFRTA a copy of the Class of Action memo which will be forwarded to FTA.
- Identify feasibility of at-grade versus elevated platforms at the MGC AAF station.
- Update the graphics to show extension of the Green Line to Jupiter and the Red Line to Mangonia Park.
- Finance subcommittee to provide capital and operating costs by county.
- PI-Outreach group to develop message for the presentation to MPOs (and advisory committees) in November/December.

The meeting began at 1:45p

Amie Goddeau said AAF is working with FRA and expects a Record of Decision for EIS in April or May 2014. The project team received AAF's RTC on July 19 and now has a good baseline for speeds and infrastructure needs throughout the corridor. The project is still going through various operations scenarios including proposals from SFRTA.

Gerry O'Reilly said FDOT met with FECI and SFRTA several times. The team has some information on modeling, and the next meeting is scheduled for the first week in October. At that time they hope to discuss access fees and existing freight railroad agreements.

Dave Schmitt discussed build alternative refinements and operational issues that need resolution. The project is undergoing a build refinement process with SFRTA. Some refinement concepts have been worked through, and the team is awaiting SFRTA input to update the RTC model.

Wilson Fernandez asked Schmitt to elaborate on simplifying operations at Miami Government Center. Schmitt said it is a capacity issue of instances showing more trains in the station than tracks. Schmitt said all parties support this project and are working on solutions.

Goddeau said the team is trying to work within the Government Center Station footprint. Fernandez asked if the Government Center station cannot accommodate AAF and TRCL within the elevated platform, whether there is an alternative at-grade solution near Overtown. Jaime Lopez said a station at Overtown is a potential fall-back solution. Goddeau said FEC is looking to buy property to the north which would allow more flexibility in determining platform locations.

Rick Cantwell described the analysis to-date regarding quiet zones. Cantwell has created land use maps and a matrix of the approximately 250 grade crossings between Jupiter and Miami to assist municipalities in determining potential quiet zones. The best candidates for quiet zones are crossings which are in close proximity to others, affect the most people, have environmental impacts or are special receptors such as schools or hospitals. O'Reilly said it does matter how much noise there is though he does not think FRA will fund quiet zones.

O'Reilly said the team is looking at quiet zones because Broward and Palm Beach counties have made them a priority in their work programs. However, data is available for the entire corridor including Miami-Dade County. Findings from the quiet zones analysis can be used by the MPOs and municipalities throughout the corridor to work toward implementation if desired.

DeLaney asked Cantwell when he expects draft findings to be ready. Cantwell said the diagnostic review is scheduled through early 2014. Goddeau said guesstimates of quiet zone costs for planning purposes will be available to the MPOs and cities by the end of the month. Nick Uhren discussed two options in establishing a quiet zone. The team will perform the analyses.

Fernandez asked if there is any intent to seek federal or state funding for quiet zones outside of local efforts. O'Reilly said all possible ways of funding will be considered. Fernandez said Miami-Dade county would like to be included if federal money will be used to fund quiet zones in Broward and Palm Beach counties. O'Reilly said neither FDOT nor this study will pursue such federal funding, but county regional transportation agencies can do so. Greg Stuart said the MPOAC will be looking for ways to fund quiet zones including pursuing federal funds.

DeLaney said the MPOs in Martin, St. Lucie, Indian River and Brevard counties are looking at quiet zones. The AAF operating speeds north of West Palm Beach require a sealed corridor and grade crossing improvements for safety. The questions of what defines a sealed corridor and who pays for corresponding safety improvements at grade crossings will be studied further.

Fernandez said the study of quiet zones is independent but related to the TRCL project. Goddeau said this work would be beneficial even if AAF did not exist. Goddeau said there is much work to be done with the TIGER money. The Northwood crossing is two years behind schedule. The team will be reaching out to MPOs for coordination and wants to submit the CE to the FRA in November. The team is looking at other crossings in Pompano Beach and the IRIS Northwest. She said there will be an update to the Miami-Dade MPO in September.

Lopez said by the next PSC meeting on November 5, the presentation should consist mostly of the updates which will be presented to the MPOs at their December meetings where the team will be asking for concurrence on an action item to move the project into the PD phase. The team will be making presentations to MPO committees ahead of the MPO Board meetings.

Lopez reported on the calendar of upcoming meetings. He said there will be briefings for elected officials which will be conducted in advance of December MPO meetings. The project team will identify a range of capital and operating costs before briefing the MPOs in December. Capital cost estimates from this point forward assume AAF is an existing condition. A letter sent jointly from the MPOs, FDOT and SFRTA will be sent to municipalities with three reports: Station Refinement, TOD Opportunities, and SFRTA's Market Analysis.

Stuart asked for an FAQ to assure message consistency on materials for the MPOs and to anticipate and answer questions municipal officials may have regarding SFRTA's market analysis and station locations. Delaney said the PI-Outreach group will take the lead in creating FAQs to provide consistent messaging for the three attachments of the joint letter. Goddeau said Sunsera Dalton has a draft FAQ document that can be updated.

Lopez noted that the team will do as much advance work as possible so the NEPA team can meet the aggressive 24 month schedule.

Joe Quinty asked which markets make sense while trying to satisfy all needs and minimize the purchase of extra tracks or trains. Fernandez asked if the team has adopted FDOT's full build as the base operating scenario.

Cross discussed the variations in service on the different lines which will help reduce costs and capacity restraints. Fernandez said the base case has more robust service and is broader in scope than the other alternatives. Goddeau said the team is still working on scenarios to bring updated costs to the MPOs in December.

Goddeau said the team is looking at two scenarios for travel to Miami and is concerned about how FTA will view them since one requires passengers to transfer. Goddeau said the team is evaluating the scenarios now and will bring one to the MPOs in December.

Fernandez said that elected officials and not agency staff should determine what is feasible and asked why the team is seeking approval first from Washington instead of local governments. Cross said FTA is open to what South Florida wants if it has a strong local preference for one scenario over another. Uhren said Palm Beach was on board under the premise that existing SFRTA service would not be reduced.

O'Reilly said SFRTA and FDOT agree that the team needs to run both scenarios through analysis and see if, based on capital costs and O&M, one is better than the other. The team should have a build alternative recommendation before going into PD.

Fernandez asked what type of data will be analyzed at the November PSC in terms of the two alternatives which will be carried forward into detailed analysis. Schmitt said the alternatives will be evaluated by capital cost, O&M, ridership and assessment of federal funding. Fernandez asked the team to provide costs and benefits for each scenario by county and phase so numbers presented at the December MPO meetings are less daunting.

Stuart asked if Miami-Dade is aware of changes to EA and AA processes because of MAP-21, and that the December decision is not the final one on moving forward.

O'Reilly asked Fernandez what the Miami-Dade MPO needs in December to reach concurrence on entering into PD. Irma San Roman said the MPO needs numbers that should include capital costs, benefits and ridership.

Mark Hardgrove said during PD alternatives need to be analyzed against a no build. The alternatives presented in December will be carried forward, recognizing that there will be tweaks based on the environmental assessment. He said the two years of PD cannot be used to find the alternative. DeLaney asked if the full build can be narrowed down and returned to the MPOs during PD with updates.

Goddeau said the footprint is more important than the operational scenario. There may be some infrastructure differences but it is important that the alternative carried into PD will clear NEPA.

Cross said the generic map will not be enough for SFRTA but he supports looking at the full build and refining it in the first three months of PD. DeLaney said the political decision making (LPA) will happen at the end of PD.

Uhren discussed the full build and said at a later date the team may decide less information is better. He asked that the graphics be updated to show the Green Line extended to Jupiter and the Red Line to Mangonia Park. DeLaney suggested simplifying the graphics because they may generate more questions in their current form. Uhren says the colors are good because they force elected officials to realize that potentially all of this cannot be afforded at one time.

Cross suggested the PSC decide in November how to present to the MPOs in December. Hardgrove said there needs to be an operational plan assigned to the map or else there are no numbers. The capital and operating costs will be provided in a range so the alternatives can be compared. Goddeau will correspond with SFRTA and follow up with the Miami-Dade MPO staff to determine if they have enough information to take to their board.

Fernandez said the Miami-Dade MPO board can be approached by succinctly summarizing a range of capital and O&M costs without discussing operations so they can express concurrence to enter PD.

Cross presented the financial subcommittee report. It included the option of federalizing the project with the time schedule and funding impacts. Goddeau said this is already a federal project since federal money has been accepted and it is likely more would be accepted. The project needs permits from the U.S. Coast Guard and Army Corps of Engineers. It must maintain the federal process and cannot do a SEIR. The question is whether the project pursues New Starts money.

Commenting on the subcommittee report, Stuart said the capital finance options on page 32 regarding MPO contributions are unrealistic. O'Reilly said the state will question contributing more than 25% of the costs.

Monica Cejas asked if the study is an EIS or if it has been downgraded to an EA. Goddeau said it is an EA based on the ETDM letter submitted.

Fernandez said he would like to see costs by county to find a funding option that is fair. Miami-Dade generates a higher percentage of sales tax and it would not be fair to pay a disproportionately higher portion of the costs if that funding source was selected.

Stuart would like Broward representatives to attend a future finance subcommittee meeting. O'Reilly asked the finance subcommittee to provide capital and O&M costs by county.

DeLaney gave the PI-Outreach subcommittee meeting update which included a review of the websites, print materials, system map and updates to agencies in the fall. Updates on outreach to communities will be discussed at the next meeting on September 19. The November PI-Outreach meeting is too close to the deadline for agenda packet items for some MPO committees so a grace period will be extended.

Goddeau reviewed pages 44 and 45 of the finance subcommittee report and noted why it is so important to identify the infrastructure needs for the footprint during the first quarter of PD. Uhren said financing must be understood before the Palm Beach MPO will vote to enter the project into the LRTP near the end of PD.

The meeting was adjourned at 4:45 pm.