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3 MIAMI-DADE STREETCAR PROJECT KICKOFF MEETING

4 HDR One Company

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Miami-Dade College Wolfson Campus
300 NE 2nd Avenue
Auditorium Room 1261
Miami, Florida
Wednesday, October 18, 2006

1 MS. CONWAY: I'm Mary Conway, Chief of
2 Operations for the City of Miami. First, I
3 would like to thank Miami-Dade College for
4 their generosity in once again hosting us and
5 allowing us to have our Streetcar meeting and
6 presentation here.

7 With that I'd like to introduce the City
8 Manager, Mr. Pete Hernandez, for a few opening
9 remarks and then we'll start with tonight's
10 program.

11 MR. HERNANDEZ: Thank you, Mary. Welcome
12 all of you. This is quite an occasion here
13 today and it's quite a moment for me. And the
14 reason I say that is because sometime back in a
15 prior life I was involved in transportation. I
16 was involved in the finalization and the
17 construction of Metrorail. So it is
18 significant because I see, you know, this
19 project as an opportunity to provide another
20 option in the series of weapons that we must
21 use in order to combat congestion. And
22 congestion you really can never get away from
23 totally in a city like this in a direction that
24 we are going. We have to manage with what we
25 have in the best possible way. I see this is

1 an opportunity to be able to connect
2 commercial, retail, residential, downtown
3 Miami, the health district by a system that
4 will provide interconnectivity to the Metrorail
5 to the Metromover. It's not a cure-all. I
6 know we just can't get rid of that
7 congestion, but this is another step that we
8 have to be able to provide options.

9 There is a long history with this project
10 already in the sense that it began back in 2004
11 or the year before then. It went through an
12 early process that ended up going before the
13 City Commission and now it's going through the
14 alternative analysis and they have been at it
15 for the last year and it's supposed to be
16 before the City Commission very soon.

17 There is a lot of effort in this process.
18 They have had all kinds of public meetings,
19 from kickoffs to workshops and public meetings.
20 Here we have an opportunity to receive public
21 comment before the item goes before the City
22 Commission November, December, of this year.
23 And then following that, hopefully we will be
24 able to handle the procurement process through
25 the 2007 year and be on the way hopefully for

1 the end of '07 and be in operation in the year
2 2010, 2011 at the latest.

3 So once again, welcome to all of you here.
4 I have to be sure that we thank our host,
5 Miami-Dade College. And I think with that I
6 can give it back to Mary. But before I give it
7 back to Mary, I think that I can take the
8 opportunity that I have the mic and I have been
9 here for three months and I'm still in the
10 honeymoon and they allow me these kinds of
11 things.

12 Going back to my days in transit where I
13 lived another life for quite a number of years,
14 somebody asked me from my years at the County
15 what was my highlights or lowlights and my
16 personal opinion was when the Metrorail was cut
17 short and only one line was done. There was
18 not the fortitude at that time between the
19 elected officials to continue forward with the
20 process. It took 20 years for the County to be
21 able to regain the momentum necessary to move
22 forward. If it wasn't for that the East-West
23 line and the North-South line wouldn't be in
24 place right now. The reason I say that is
25 because I think you have to have vision. And

1 you have to have that in order for the City to
2 become what it wants to be, a World Class City.
3 And this is another opportunity to provide
4 another option in transportation. Thank you.
5 Mary.

6 MS. CONWAY: I think you have an extra
7 piece of paper. Tonight we are here for a
8 public hearing that's being held in accordance
9 with 23 U.S. Code 128. 40 code of Federal
10 Regulation, 1500 through 1508 and Florida
11 Statute 339.155.

12 This public hearing is also being held in
13 compliance with Title 6 of the Civil Rights Act
14 of 1964 as amended. Notices for the hearing
15 were published in local newspapers. Letters of
16 notification were mailed to property owners
17 within the study area. They were also
18 distributed via the Internet on the City's
19 project database. And as well distributed to
20 other interested stakeholders, based on the
21 over 50 meetings that we've held. Notices
22 posted on the project's website hosted on the
23 City of Miami web page.

24 This project is consistent with local
25 plans. It is included in the City of Miami's

1 2005/2006 Capital Budget and Multi-year Capital
2 Plan as well as the Miami-Dade MPO
3 Transportation Improvement Plan, the Department
4 of Transportation's five-year work program and
5 the Long Range Transportation Plan.

6 The structure for this evening, the public
7 hearing will consist of two parts. The first
8 will be a formal project presentation given by
9 Ms. Winsome Bowen, who is up here with me.
10 Then we will follow that with a formal comment
11 segment where we would take public comments
12 into the record.

13 During the second segment you will be able
14 to provide comments on the record by coming up
15 and filling out a speaker card. There are
16 people in the back -- Christina do you want to
17 raise your hand -- if you would like to speak,
18 you can give her a comment and give her a
19 speaker card and we'll handle moderating
20 through that.

21 You can also provide written comments to
22 project staff on the comment cards that were
23 available at the sign-in table where you came
24 in this evening or you can, after the formal
25 comment period, come up to the front to the

1 court reporter to make comments.

2 You may also submit written comments via
3 mail up until November 1st, 2006, via the
4 City's website or directly mailing them in to
5 the City Administration building.

6 Also at the front you should have seen
7 project handouts that were available at the
8 sign-in table, and after the conclusion of
9 tonight's meeting all of the comments that are
10 received tonight, as well as during the comment
11 period between now and November 1st will be
12 transcribed and included as part of the final
13 engineering impact report document.

14 I would like to recognize some of the
15 other staff members who are here tonight;
16 Ms. Lidia Medina, with the City's
17 Transportation Office; we have Nick Serianni,
18 one of our team members; Rob McMullan, Ed
19 Herald, Christine we mentioned earlier; Will
20 Swero, and there are quite a few other people
21 Leo Villalobos is here at the front. With
22 that, Winsome, we can begin the presentation.

23 MS. BOWEN: Thank you, Mary. My name
24 Winsome Bowen and I am a transportation planner
25 with HDR Engineering. I'm a consultant project

1 manager for this study.

2 The history of the project, briefly, we
3 started a feasibility study in February of 2004
4 and concluded in April of 2005. We submitted
5 our recommendations to the City Commission and
6 got approval for our recommendations on May
7 12th, 2005.

8 During the feasibility study we look at
9 potential alignments, ridership projection and
10 potential locations of stops. We assessed the
11 community benefits that were derived from this
12 project. We also looked at preliminary costs
13 and ways to implement this project in a timely
14 manner.

15 We were authorized by the City Commission
16 to proceed with the alternative analysis and
17 the environmental documentation, which began in
18 November and ends at the end of this year,
19 December 2006 when we finally present this
20 project to the City Commission and the MPO for
21 endorsement.

22 The purpose of the project is to identify
23 and define the urban transit circulator that
24 would help to address the City's transportation
25 concurrency exception issues and provide

1 connectivity throughout the downtown and its
2 adjacent neighborhoods. At this time Miami is
3 in a concurrency exception area, which means we
4 have not done enough or we have more work to do
5 to satisfy our state both management standards
6 for transportation.

7 It's therefore important that the City
8 implement the alternative transportation mode
9 to address these transportation deficiencies
10 and also to satisfy the anticipated demand
11 that's going to be occurring in the downtown
12 area.

13 In addition an effective circulator will
14 support economic development by facilitating a
15 sustainable downtown environment by connecting
16 neighborhoods, creating a more pedestrian
17 friendly public space, public realm in our
18 downtown area and thereby enhancing our quality
19 of life.

20 The circulator should also be compatible
21 with the smart growth principles that are
22 embodied in Miami 21 forum-based codes effort
23 that is currently under way.

24 Some of the land use and transportation
25 goals that were part of this study; first of

1 all, the local area circulator should consider
2 the pedestrian as the primary passenger.
3 Consider the streetcar to be a pedestrian
4 accelerator, if you will, that provides a
5 critical spine facilitating travel or creating
6 connectivity among all types of activity
7 centers, be it shopping, entertainment work or
8 trips between home and these destinations.

9 A principal land use and transportation
10 goal of this project is to attract new transit
11 riders on to our system. The intent here is to
12 encourage our local drivers to travel
13 throughout the downtown without the use of our
14 private automobiles, which is the way we are
15 accustomed to moving primarily. This implies
16 that we would need to identify a circulator
17 that is easily adaptable to the short trips
18 that are typical to the downtown and the
19 central business district.

20 And to further promote an active
21 pedestrian friendly environment it's important
22 that the circulator provide something that is
23 quiet and clean to the proposed modern
24 streetcar, which was approved by the City
25 Commission in 2005, response to the project

1 goals and upraise as a quiet emissions-free and
2 easily accessible transit mode as you will see
3 later on in this presentation.

4 The next three slides simply convey a very
5 simple but very profound message, the only way
6 to maximize our street capacity in our existing
7 transportation network will cause a
8 displacement impact to take people out of their
9 car and put them on to mass transit.

10 As we can tell in our review of some of
11 the most prosperous cities in this country and
12 elsewhere, one thing that they all have in
13 common is a comprehensive network of
14 circulation.

15 Light rail is in the foreground and
16 streetcar is in the background running in mixed
17 traffic along city streets, operated by a
18 driver who has complete control over the
19 vehicle at all times.

20 As we began to develop our basic alignment
21 we connected or we coordinated this with
22 Miami-Dade Transit and Miami-Dade Transit
23 Service. The Metromover system, the
24 north-south core or the spinal recommended
25 route is connected to the Metromover system to

1 provide complementary and comprehensive transit
2 network throughout downtown. The only
3 difference is that Metromover goes as far as
4 15th Street. The proposed streetcar circulator
5 would add another 25 blocks of the city
6 coverage to 40th Street at a cost of
7 approximately \$20 million in capital costs, as
8 opposed to \$100 million if we were to build an
9 elevated people mover. This is based on our
10 experience in 1994 when we expanded the
11 Metromover system.

12 We would also add another mile in the
13 east-west direction between the western edge of
14 Metromover and the Metrorail area.

15 We also coordinated this project with the
16 future building study, which was an ongoing
17 proposal when we first started the feasibility
18 study. So this is about consistency and
19 complementary transit service, not competition.

20 We also defined an alignment that was
21 close to or clustered around the concentration
22 of major activity centers. As you can tell, we
23 connect the Miami Design District in the north
24 with Midtown Miami to the Entertainment
25 District in the west and 14th Street Vicinity

1 and the Government Center in the south, as well
2 as the critical addition since the end of the
3 feasibility study was the east-west alignment
4 that connected us to the health district area.
5 By making this connection we provided
6 significant ridership benefits for the
7 community, because the health district or the
8 24-hour hospital district is one of the largest
9 employment generators in the South Florida
10 region.

11 The next slide gives you an idea of the
12 geographic distribution of the major
13 development projects that are in some stage of
14 implementation. The magnitude of this
15 construction. This intense development that we
16 see outside today implies thousands of
17 additional trips in the project study area and
18 we have to be reminded that every trip,
19 regardless of the mode that's used,
20 predominantly begins and ends as a pedestrian
21 movement.

22 In trying to define the appropriate
23 transit mode for this study we looked at
24 several alternatives. Commuter rail-- our
25 local example is Tri-Rail-- is really meant for

1 regional commute for the long-haul commuter
2 trip traveling at high speed.

3 Our local example is Metrorail, is also
4 intended for urban to suburban commuters, again
5 traveling at high speeds.

6 Light rail, one example of a light rail
7 system is in Dallas, Texas is also intended for
8 the urban to suburban commute, and that tends
9 to be again at high speed. The light rail
10 vehicle or system is similar to the streetcar,
11 except that the major difference is in speed
12 and capacity.

13 The last two transit modes, the bus
14 circulator, an example of the Coral Gables
15 Trolley and the streetcar were the two
16 surviving modes to this study. Many people
17 have asked about the expansion of something
18 similar to the Coral Gables Trolley, but the
19 real issue here is, as you will see in the next
20 slide, the comparison of the capacity of the
21 cars. Given our projected ridership in this
22 project study area, a special bus carries
23 approximately 37 passengers. A streetcar is
24 much larger and accommodates up to 130
25 passengers per vehicle. And so we concluded

1 that the streetcar would be the best, the most
2 cost-efficient alternative to implementing in
3 downtown Miami streets and something that would
4 provide a level of passenger convenience to
5 attract new transit riders to the system.

6 Our daily projected ridership, we used two
7 models to assess our potential ridership in
8 2010 and 20 years later in 2030. Our large
9 scale regional model indicated that we would
10 expect between 6,000 and 15,000 riders per day
11 in our opening year. And the mode choice
12 utility model, which is something that we've
13 developed, customized for these kinds of
14 streetcar modes, shows a maximum of 16,000
15 riders in 2030.

16 The difference in projected ridership is
17 based on fares. At this time the fare
18 structure has not yet been determined. That's
19 a policy level issue that would be decided
20 between the City, the County and Miami-Dade
21 Transit. It would be consistent with the fare
22 collection system that we are in the process of
23 implementing in South Florida.

24 We looked at several alignments and
25 variations of these alignments through the

1 public involvement process and the agency
2 coordination process that we conducted over the
3 last seven to eight months. The first one
4 shows the basic north-south core in red that
5 runs from the Government Center in the south to
6 the Design District in the north. There was an
7 option in the Design District showing green to
8 take this circulator on 40th Street to North
9 Miami Avenue. As a result of overwhelming
10 response from the community in that area, we
11 have decided to go ahead and put this
12 circulator on 40th Street. We added the
13 east-west alignment at the end of the
14 feasibility study to connect the north-south
15 loop with the health district.

16 We also looked at the potential to make a
17 direct connection to the Metrorail Santa Clara
18 station, which is shown in pink, fuchsia, but as
19 a result of our continued analysis we realize,
20 because of the low level of boardings at that
21 Metrorail station, and that was confirmed by
22 Miami-Dade Transit, it did not survive the cost
23 benefit analysis for the additional \$10 million
24 it would cost us to build that track to make
25 that connection.

1 So we continued our analysis and the next
2 alignment, option two, shows the east west loop
3 reconfigured to a double track alignment. And
4 the most important difference here is on the
5 south leg where we moved, we shift to the west
6 to run on Northwest 2nd Avenue. This came
7 about as a result of continued coordination
8 with area stakeholders, the Overtown advisory
9 board, and other representatives of the
10 Overtown community, as well as the commissioner
11 who is a representative for that area,
12 Commissioner Michelle Jones and we did our
13 analysis and confirmed that we could indeed
14 make this change. And for this we received
15 resolution of support from the Overtown
16 advisory board.

17 The next slide shows our recommended
18 alignment, and this has been developed based on
19 coordination among several groups. I will just
20 run you through it. If you turn your attention
21 to the south. The alignment runs north on
22 Northeast First Avenue over to the Performing
23 Arts Center, north on Northeast Second Avenue
24 through the Midtown Miami Complex through
25 midtown boulevard, a pedestrian plaza, loops

1 around the Design District and heads south on a
2 double track configuration through the Overtown
3 community on Northwest 2nd Avenue and back to
4 the Government Center. Our east-west loop runs
5 on 20th Street to Northwest 10th Avenue and
6 loops around the hospital district and runs in
7 front of the proposed University of Miami
8 Research Center and double tracks on 20th
9 Street and heads south on Northwest First
10 Avenue.

11 These are three operational loops that you
12 are observing that will result in ten-minute
13 headways. Again, we would like to stress that
14 this project is not about speed of travel.
15 This project is about connectivity and
16 passenger convenience. This is about enticing
17 new passengers out of their cars and onto mass
18 transit.

19 The streetcars proposed hours of
20 operation. We performed our operations and
21 maintenance plans and cost estimates based on
22 this, Monday through Thursday from 6:00 a.m. to
23 10:00 p.m., Friday from 6:00 a.m. to 1 a.m. and
24 Saturday from 8:00 a.m. to 1:00 a.m. and Sunday
25 from 10:00 a.m. to 8:00 p.m., with a potential

1 to adjust these schedules for special events.

2 And all of this information is posted on the
3 project website and will be much more in
4 detail.

5 This is just a summary of the results of
6 our technical study. We conducted a traffic
7 analysis as part of the current phase using the
8 highway capacity manual and it indicates little
9 or no traffic impact from the streetcar itself.

10 We adjusted this traffic impact model to show
11 even greater impedence or obstruction for the
12 streetcar and still it resulted in little to no
13 traffic impacts. At the end of the formal
14 comment period, if you wish, one of our team
15 members who actually spearheaded that analysis
16 is here to answer any questions you may have.

17 Detailed signal design plans and
18 continuing coordination with the county and
19 other jurisdictions will proceed during the
20 final design phase for traffic signals.

21 Our right of way requirements are truly
22 minor. They consist predominantly of what
23 we call quarter clips. That's really a
24 reconfiguration of the sidewalk in eight
25 locations throughout the project study area.

1 The extent of the area that we need at this
2 time ranges from 125 square feet to 560 square
3 feet. Our parking impacts, we have been
4 coordinating this with the Miami Parking
5 Authority and are under the assumption that at
6 every station stop location where there is also
7 on-street meter parking, we would need
8 approximately three parking spaces. Our total
9 parking impact would be 30 altogether, which
10 would represent approximately \$3,000 in lost
11 parking revenue in the Miami Parking Authority,
12 which they have been made aware of and they
13 have been working with us on this project for
14 the last eight months.

15 FEC crossings, we have four FEC crossings
16 in the corridor and we have actually done
17 conceptual design of these FEC crossing areas
18 and submitted them to FEC. They have accepted
19 our proposals, and we are in the process of
20 negotiating a Memorandum of Understanding
21 between FEC and the City of Miami and we expect
22 that to be executed in the next several months.

23 The next slide shows the locations of the
24 eight potential corner clips or the eight
25 potential areas of right of way need. The

1 intent here is that this is needed to
2 facilitate right turn movements of the
3 streetcar vehicle; however, the City expects
4 that over the final design period that the
5 final design contractor would either reduce or
6 eliminate the need for these right of way
7 needs.

8 We had a public involvement program that
9 was conducted concurrent with this study over
10 the last eight months. Through this public
11 involvement program we have conducted a kickoff
12 meeting held in this auditorium, held in early
13 March of this year. We have 55 meetings with
14 assorted stakeholder groups and individuals.
15 We held two open house events in the project
16 corridor and we held six neighborhood
17 workshops. In addition we established a
18 project website, as I'm sure you all are
19 familiar with. You are able to submit or you
20 are still able to submit comments, questions,
21 any kind of correspondence you wish to us in
22 writing, in e-mail and we have made an attempt
23 to respond to every e-mail individually. We
24 have distributed flyers throughout the
25 community as well as comment cards which have

1 been mailed back to us.

2 We've also continued stakeholder
3 coordination by forming a project advisory
4 group, which met monthly between the months of
5 February through July. And this project
6 advisory group was truly multi-dimensional. It
7 consisted of representatives from the County
8 government, the County administration, the MPO,
9 the Department of Transportation, who is the
10 City's major significant funding partner in
11 this venture. The Citizen's Independent Trust
12 is represented, as well as some members of the
13 private sector community, DACRA, as well as
14 Miami-Dade College and Greater Miami Chamber of
15 Commerce. We have received comments and
16 recommendations from our advisory group members
17 and based on those comments we made some of
18 those adjustments to the alignment that we
19 discussed earlier.

20 We also continued concurrently agency
21 coordination to ensure that this project is
22 indeed technically and administratively
23 feasible. We performed some localized traffic
24 simulation studies for the Public Works
25 Department, who had some concerns about traffic

1 impacts at certain left turn locations. We
2 also coordinated with the State Historic
3 Preservation office that has indicated that
4 they found our documentation to be complete and
5 sufficient. We coordinated with DOT on the
6 location of the maintenance and operations
7 facility as well as the project funding, the
8 FEC Railroad, as well as the MPO committee.
9 We've done a presentation to every MPO
10 committee.

11 As far as the coordination that we've done
12 with DOT on the maintenance and operations
13 facility, that's something that the City is
14 extremely grateful for, because we've saved the
15 project approximately \$50 million, going by
16 today's current market rate of property in the
17 study area. If we could not locate this kind
18 of property, we probably would have to either
19 displace some occupant. Currently we located
20 the maintenance facility under the I-95
21 distributor ramps. And through a public
22 agreement this will be made available to the
23 system at minimum to probably no cost.

24 The next few slides I threw in here just
25 to show how the modern low floor streetcar is

1 truly accessible to all transit riders, an
2 example of a vehicle that is run by an operator
3 in mixed traffic with on-street parking, in an
4 active vital downtown, becomes a part of the
5 every day street scene with pedestrians. And
6 this is the Portland streetcar that's
7 approaching the Portland State University
8 pedestrian plaza, to give you an idea of how
9 pedestrian friendly this transit mode truly is.

10 An idea of how we can accommodate bicycles
11 in our streetcars, you can either wheel them on
12 or clip them to the side of the vehicle
13 interior. An example of the easy pedestrian, a
14 step in as opposed to a step up.

15 Notice that the sidewalk is built out to
16 create a flush connection with the low floor of
17 the vehicle. And no, we don't know if that
18 will be allowed. That's a question we are
19 asked frequently.

20 We are all concerned in this community
21 about creating sufficient tree canopy for
22 cooling and for pedestrian comfort and
23 aesthetics. This confirms that the overhead
24 contact wire system is indeed compatible with
25 shade trees. The only caveat is that we would

1 need an approximate 12-inch clearance around
2 the wires, so that implies maintenance only,
3 but not removal of any street trees at this
4 time.

5 The next few slides shows simulations of a
6 streetcar vehicle on the city streets. This
7 shows one particular type of vehicle that's
8 manufactured in the Czech Republic. That is
9 not to say that the City is going to be using
10 this vehicle, it's just that we use this as our
11 prototype to facilitate our planning process.

12 In the next few months, as most of you all
13 know, the City will be engaging in a
14 procurement process for a designer, operator,
15 builder and streetcar manufacturer -- vehicle
16 operator. This is heading south on Northeast
17 Second Avenue and in the vicinity of the
18 Miami-Dade College Wolfson campus.

19 Our project capital cost, I will turn this
20 over to Nick Serianni, who has the financial
21 segment of the project study.

22 MR. SERIANNI: Thank you, Winsome. The
23 working estimate on the project capital cost at
24 this point is in the range of \$200 million and
25 you can see the breakdown by the various cost

1 elements design, vehicle procurement,
2 maintenance facility, et cetera.

3 We have looked at preliminary different
4 project delivery methods. This slide shows a
5 more traditional model with all public finance
6 involved during construction. For example,
7 State of Florida Department of Transportation
8 has committed to accommodating up to 50 percent
9 of the project's capital cost. The other 50
10 percent would be raised from City of Miami
11 sources to include a portion of their
12 allocation of the county health surtax for
13 transit, CRA bonds, to be used for those
14 portions of the project that are located within
15 the existing community redevelopment districts.
16 And then we are even looking at a low interest
17 loan from the State of Florida, which is
18 designed to fund transportation improvements.

19 We've also begun to explore a true public
20 private partnership wherein the funding split,
21 at least during construction, might look
22 something like this with the injection of
23 private financing, both through private debt,
24 as well as equity contributions. The advantage
25 to putting the F, if you will, within the DBOM

1 a delivery system is that with a private lender
2 involved it does bring to the table another
3 layer of oversight to insure that the project
4 is completed on time. And a cost effective way
5 it allows the City to defer maybe its funding
6 contribution to the project until such time as
7 the project is completed and successfully
8 operational.

9 It allows for us to better balance risk
10 and reward between the public and private
11 sector, but this is something that we want to
12 get into further with the industry. Hopefully
13 later this year we will initiate industry
14 interaction through formal and informal
15 discussions and workshops.

16 Winsome, back to you.

17 MS. WINSOME: These slides gave you an
18 idea of the construction of the track. The
19 first image is the street before construction.
20 The second image is an example of the shallow
21 excavation that would occur with this type of
22 construction to an average 12 to 16 inches in
23 depth. Then the rebar is put in place. The
24 other supporting infrastructure for the rails
25 is installed and the track bed, the concrete

1 pad is put in place. Usually this is done in
2 segments from approximately three to six blocks
3 at a time. And assuming a smooth permit and
4 inspection process, every three-block segment
5 can be built in six to ten weeks. It's the
6 City's expectation that the design build
7 contractor will propose ways to minimize impact
8 to the traveling community during construction
9 and that the contractor will also be aware of
10 critical times in our downtown community, such
11 as Art Basel that tend to happen in December.

12 And we will be expecting that there would be no
13 construction, for instance, in the Design
14 District during the Art Basel period or before.

15 Our project schedule, the environmental
16 process wraps up as I said earlier at the end
17 of this year in December 2006. We begin the
18 first stage of our DBOM procurement in early
19 2007 and we should complete that by giving
20 notice to proceed to a contractor in early
21 2008. We expect to begin construction the end
22 of 2007 to early 2008 and begin full operations
23 between 2010 and 2011.

24 As Mary said there are several ways for
25 you to provide your comments. You can also

1 visit us on the project website address that is
2 shown here. And I will also like to remind you
3 that the public comment period ends on November
4 1st, 2006. And with that I would like to turn
5 it back to Mary for the formal commentary
6 period.

7 MS. CONWAY: Thank you both very much.
8 What we are going to do now is begin the formal
9 comment period. Just reiterate for people that
10 may have come in late that there are speaker
11 cards that were provided at the sign-in table
12 and we'll call people up to give everybody an
13 opportunity to speak and make comments on the
14 record. We would like to limit comments to
15 three- or four-minute period.

16 In addition you will have the opportunity
17 to also get with the court reporter, after the
18 formal comment period, and then staff will also
19 be able, if you have any questions. For the
20 next portion we are simply going to take
21 comments on to the record to document the
22 public involvement program for the
23 environmental report. And then we'll make
24 ourselves available tonight or at other times
25 if there are any questions that you may have.

1 With that, Mr. Bob Wilcosky.

2 MR. WILCOSKY: Good evening. Bob
3 Wilcosky, 951 West 20th Street. The comment
4 that I have is twofold, one with regard to the
5 health district and the other with regard to
6 the Metrorail connectivity.

7 As it stands now there is no direct
8 connection that I can see between the Metrorail
9 and the trolley system. I bet there is the --
10 the trolley does come by the government center
11 station, however, it requires that people
12 disembark from the trolley and walk half a
13 block and go up three stories to go up to the
14 Metrorail. With the weather and all that we
15 have, I think that's not a reasonable
16 expectation.

17 On the health district side of things, you
18 go down Tenth Avenue, but you totally miss the
19 VA Hospital, the State Attorney's Office, the
20 New Jackson or rather, the new University of
21 Miami Hospital. You discounted the Santa Clara
22 station and admittedly Santa Clara is not a
23 high boarding station at the present time,
24 despite the fact that you have 408 units of
25 housing that have been recently built there and

1 despite the fact that at some point there was
2 an idea of having the produce district as
3 becoming a -- the destination, if you will, for
4 folks in the county. I would suggest that
5 perhaps we need to look at the alignment moving
6 on to 12th Avenue, possibly down as far as 14th
7 Street and across and back into the city. That
8 way you would have a direct connection with the
9 Civic Center Metrorail station, which could be
10 a cover connection at that point.

11 So those would be the things that I would
12 think about in being a Metrorail rider for the
13 past 20 years or so. I would look at the City
14 Manager's comments with regard to vision, and I
15 think we need to look at vision with regard to
16 connectivity to the Metrorail. Thank you.

17 MS. CONWAY: Thank you, sir. Ollie Lee
18 Taylor.

19 MR. TAYLOR: 1131 Northwest 57th Street
20 Miami, Florida 33127. I'm active with the
21 Miami-Dade Transit Coalition and I would like
22 to speak in favor that this project be built
23 and that it be built in a way that the funds
24 are not wasted by scandal, and honestly every
25 penny that's been put into it goes the way it's

1 supposed to go.

2 I also feel that there is a need to be
3 connected with the Metrorail system. In fact I
4 don't believe that's it's even connected with
5 the major bus transfer point at the Omni where
6 at least 20 routes take place. So I think some
7 adjustments need to be made for that, so I
8 would hope that this would be done and I'm
9 definitely in favor of it and speed it along.

10 MS. CONWAY: Thank you, sir. Tony Recio.

11 MR. RECIO: Good evening. 2665 South Bay
12 Shore Drive, Miami, Florida. I just have -- I
13 know that the two urban circulators that were
14 presented tonight was the Coral Gables Trolley
15 and the proposed streetcar. I didn't see any
16 comparison of the two in terms of -- obviously
17 the Coral Gables Trolley, something like that
18 would be considerably less expensive from a
19 capital cost perspective and I just want to
20 know if that's been analyzed in terms of
21 ridership and in terms of flexibility of the
22 route, and obviously once you have fixed tracks
23 in the ground that makes flexibility more
24 difficult. And I want to make sure that that
25 gets looked at.

1 My only other comment deals with security.
2 Has that been looked at in terms of how this
3 streetcar is secured? Is there going to be
4 security on board each ride?

5 MS. CONWAY: Thank you, sir. For all of
6 the individuals who would like to make comments
7 tonight and who also may have questions, I
8 would encourage you to visit the City's
9 website. There is a significant amount of
10 information that addresses all the comments or
11 questions that have been made so far this
12 evening and then please do not hesitate to
13 reach out to the project team and we will be
14 happy to get with you on those various issues
15 that are raised tonight.

16 In addition as appropriate, based on the
17 comments that are made, we will be providing
18 responses and updating the City's website where
19 we have a Frequently Asked Questions section,
20 as well as the final environmental impact
21 report document.

22 Larry Luttarell, and I apologize if I
23 mispronounce your name.

24 MR. LUTTARELL: Well, you did very well.
25 Thank you. I live at 161 Northeast 50th Street

1 in Miami. I travel Northeast Second Avenue
2 every day I go to work. And I hesitate to ask
3 if anybody has driven that road that is
4 connected with this project?

5 Number one, it's a narrow four-lane road.
6 It's made even worse by parking on both sides.
7 When you are talking about going across 20th
8 Street, are you shutting down 20th Street to
9 traffic? It's too narrow for a streetcar to
10 run between, especially between Miami Avenue
11 and Northeast Second Avenue.

12 You talk about no traffic impact. You
13 have traffic impact now with buses that run in
14 tandem, but at least they pull over and you can
15 get around them. Streetcars don't pull over.
16 You are going to be backed up forever.
17 Combating congestion is the same thing. I just
18 -- this kind of expenditure to be proposed,
19 without the consent of all of Miami which will
20 pay for it, while it benefits only an
21 infinitesimal portion of the society is
22 horrendous.

23 MS. CONWAY: Thank you, sir. Mike
24 Robinson.

25 MR. ROBINSON: Good evening. Mike

1 Robinson. 418 Euclid Avenue, Miami Beach. I
2 want to go on the record from the Sierra Club
3 that we enthusiastically support this project.
4 The comments about the capital costs need to be
5 compared with the additional maintenance cost
6 of bus-type transit projects. And specifically
7 in today's article there was an issue with the
8 Coral Gables Trolley having additional
9 maintenance cost that are unforeseen and many
10 people don't realize when trying to compare a
11 rail based project with a bus project.

12 So I just want to go on record we support
13 this project and that we have published in our
14 newsletter dated August of 2006. Thank you.

15 MS. CONWAY: Thank you, sir. Steve Hagen.

16 MR. HAGEN: I live -- is this working?

17 MS. CONWAY: Yes, it is.

18 MR. HAGEN: -- 73rd Street. I own no
19 property within several blocks of this project.
20 I have no financial interest. Some of those
21 people that may be in favor, I would ask them
22 to submit the same if they own or option any
23 property; I do not. I'm a member of the Sierra
24 Club. I don't support this project.

25 I think we are creating concurrency

1 problems by doing this. In the downtown area
2 the studies show that there is enough land
3 available, I'm talking south of the Performing
4 Arts Center, there is enough land available to
5 accommodate at least 30 years of condo
6 construction and so by, you know, expanding
7 this transportation system three miles north, I
8 believe is going to be creating a concurrency
9 problem to the area that it's going to be
10 running through.

11 The Portland system, I have been there
12 twice just recently in September, is -- and the
13 consultants can correct me if I'm wrong, is a
14 little over three miles. Now this system runs
15 three miles, a mile and a half on either side
16 of their urban core. So you are only on the
17 system for about a mile and a half. And this
18 system, we are going to be riding this thing
19 for three miles from the northern terminal.

20 So people want to get to where they want
21 to go to as fast as possible. I don't think
22 anybody can doubt that. A streetcar bumping
23 along on a street it has to be shared with
24 other vehicular traffic is not going to get the
25 person there as fast as possible.

1 I believe, you know, I learned back in
2 Psychology 101 Maslow's hierarchy of needs. We
3 are talking about needs, wants and desires.
4 Needs being the bottom of the plateau. I
5 believe this is a desirable thing, but we are
6 not taking care of the needs that are facing us
7 in the next ten years. This is an expensive
8 project. That's the reason I'm concerned about
9 it as a taxpayer, because we haven't heard here
10 tonight what this is going to cost to operate.
11 In some of our neighborhood meetings we got
12 figures in the range of 10 to \$15 per trip and
13 they wouldn't tell us if this was a round trip
14 or a one-way. I believe they were talking
15 about a one-way trip. I don't want to
16 subsidize that.

17 And I don't -- I got here a little bit
18 late tonight. I don't know if any mention was
19 made here of the FEC Rail corridor project
20 running from Jupiter all the way to the
21 Government Center. I attended a meeting last
22 week on that. There is potentially 36th Street
23 downtown there would be three stops along the
24 FEC corridor and that vehicle will run at a
25 very rapid speed. I don't think people are

1 going to be bumping along on a streetcar when
2 they can walk over one or two blocks and get
3 the FEC project, which makes a lot of financial
4 sense. And in fact on that project we were
5 told in the project in St. Louis that was put
6 in, the operation of the rail paid for itself
7 by the buses and the circulators that would
8 drop people on to that rail. So I don't see
9 any circulators dropping people onto this
10 streetcar that's going to make any sense. It
11 may make sense south of 395 and the urban core.

12 That's where our development needs to go on.

13 UNKNOWN SPEAKER: Sir, your time is up.

14 Thank you.

15 MS. CONWAY: Peter Ehrlich.

16 MR. EHRLICH: Good evening. Thank you
17 very much. Peter Ehrlich, president of Lemon
18 City Taxpayer Association. Lemon City is in
19 the 50s, 60s and 70s on the upper east side.
20 There appears to be little or no benefit to
21 Lemon City Little River and the upper east side
22 from this project. The City of Miami recently
23 passed another budget that dipped into
24 reserves. Expenses will exceed revenues by
25 over \$13 million. I believe it's the fourth

1 year in a row the City of Miami hasn't been
2 able to balance their budget. I'm wondering if
3 there has been much research conducted in this
4 scheme, who doesn't have a potential to be a
5 debacle like the Performing Arts Center, which
6 we continue to pay for and was built without
7 any parking, and which will probably be another
8 disaster that we will be reading about in the
9 next few months. Thank you very much.

10 MS. CONWAY: Hank Courtney.

11 MR. COURTNEY: Good afternoon. My name is
12 Hank Courtney. I am a property owner. We are
13 a property owner right on 41st Street and North
14 Miami Avenue, 4100 North Miami Avenue. I am a
15 big believer in public transportation. I ride
16 public transportation and I love public
17 transportation. I also happen to love trains,
18 but I don't think that this particular project
19 is what we should do for circulating people in
20 this area. I am also a rider of the Coral
21 Gables Trolley. I frequently ride the Coral
22 Gables Trolley and I think it's wonderful. I
23 love it. It stops frequently. It's easy.
24 It's quiet. It's comfortable and it serves
25 lots of people.

1 My recommendation is that we think about
2 using a streetcar or a trolley like Coral
3 Gables, as opposed to a dedicated railway. And
4 the reason that I think that this is better is
5 because it's cheaper. It doesn't take a
6 dedicated lane of traffic away from traffic,
7 automobile traffic. I just think it's a much
8 better plan.

9 I happen to have been the mayor of Miami
10 Shores at one time and I am aware of a lot of
11 people in this room that have a lot of interest
12 in getting this done, because a lot of effort
13 has gone into it. A lot of hopes for
14 contracts, jobs, money, influence, whatever is
15 behind this. And I think that that is a
16 concern. My concern is what's best for the
17 citizens of Miami and what's best to move them
18 around in the least expensive and the easiest
19 way.

20 The trolley idea in Coral Gables -- I
21 started riding it about a year and a half ago
22 and I just enjoy it so much and I think, gee,
23 what a great thing for Coral Gables to have
24 this thing running up and down Ponce De Leon.
25 People getting on. People getting off. No

1 problems, quiet, doesn't interrupt traffic and
2 I can just see the difference in that versus
3 this project, which is going to take up and
4 dedicate a whole lane that's going to take away
5 from other automobile traffic.

6 I really hope that the City of Miami and
7 the commissioners of the City of Miami
8 seriously think about this project before they
9 vote on it, because I think that it's not the
10 right plan. Thanks.

11 MS. CONWAY: Thank you, sir. Jeffrey
12 Bradley.

13 MR. BRADLEY: Good evening. I'm not used
14 to microphones. Okay. Excuse me. Good
15 evening. I just walked in, so I'm getting here
16 late, but you would have to pardon me. I took
17 the bus down here from Miami Beach and the
18 buses are getting to places late in Miami. I'm
19 also on the committee excuse me -- I'm also on
20 a Steering Committee for Alliance for Reliable
21 Transportation on Miami Beach and we fought the
22 same fight to get Bay Link instigated in the
23 political process. It was about a two-year
24 fight and I'm amazed to hear the same tired
25 arguments coming against the streetcars.

1 Most of the opposition comes from people
2 who don't ride public transportation, yet they
3 tell us what's best for us, that is the riding
4 public that does use mass transportation, such
5 as it is here in the city.

6 We are still fighting that fight over
7 there, not so much for Bay Link, but to get
8 rail traffic and trolleys and streetcar, if you
9 want to call it, on the Beach, and link them up
10 here so we can meet this progressive metropolis
11 that has become.

12 We hear about these Coral Gables trolleys.
13 I ride them. Actually, they are an eyesore.
14 They are a bus tricked up to look like a
15 trolley. Why not just use trolleys? I've
16 never seen a trolley tricked up to look like a
17 bus. I think that's with good reason, mostly
18 because we get riders of choice on trolleys,
19 property values go up and we get more
20 pedestrian traffic, which is exactly the
21 definition of a metropolis or a city that wants
22 to become a metropolis.

23 We have a lot of downtown pedestrian
24 traffic. Again, they don't get there in cars.
25 They certainly won't use buses. A bus is a

1 bus. You get hydrogenation buses with diesel
2 fuel, which are some kind of exotic creatures
3 which are going to cost twice as much as
4 trolleys will.

5 You can try to improve the bus system such
6 as it is, who here rides it? I do, because I
7 have to, not because I want to. I don't drive
8 anymore. He's put millions of (unintelligible)
9 for Miami streets, is that really how we want
10 to spend our money? Trolleys, streetcars,
11 however you want to call them, will take
12 hundreds of bus trips off the street.

13 If you are in an outdoor cafe and you are
14 having a latte or something to eat at the
15 Performing Arts Center or elsewhere and a bus
16 comes by spewing not just diesel gas on you --
17 is this really what you really want to have
18 whisking you from one point of the city to the
19 other?

20 So again this is a forward-looking
21 metropolis, which we are, like it or not, as
22 basically the capital of South America, which
23 I'm proud of. I'm from New York City. My
24 vision is to link up as many different sources
25 of public transportation as possible, not to

1 decry them, not be afraid of them or call them
2 (unintelligible) as we know the combustion
3 internal engine was invented in 1866. Please,
4 let's get over that. Trolleys are
5 old-fashioned technology nonsense.

6 Let's look forward here. People like us
7 who use the trolleys -- streetcars, they are
8 quiet. They are clean, you get to read your
9 paper on them. You are not jostled by people
10 who ride the buses exclusively because really
11 they are consigned to -- the bus is consigned
12 to people who cannot afford the trolley or who
13 cannot drive anymore. They attract all sorts
14 of ridership.

15 So again in closing, I bring my fervor
16 here, as you can hear, the same fight that we
17 had on the Beach. I bring it here simply
18 because where streetcars go, I'd like to go and
19 make sure they get implemented, because they
20 are a great way to get around. They are
21 forward looking. Once we hook up Miami to
22 Miami Beach towards the airport, points east,
23 north and west. I would like to have a very
24 forward-looking metropolis, one that we can be
25 really proud of and used as pedestrians.

1 MS. CONWAY: Thank you sir. That
2 concludes the speaker cards that I have
3 received. Is there anyone else that would like
4 to make public comment?

5 MS. SOLARES: Yes, ma'am. My name is
6 Grace Solares. I'm the president of the
7 Miami-Roads Association. And I actually came
8 here today to ask one question and that
9 question is, because I don't find the answer
10 either in the City website or in the streetcar
11 website. The question is, and I have asked it
12 before, what is the cost per rider that this
13 project is going to cost? Is there somebody
14 from the streetcar people that can tell me?
15 It's not on the website.

16 MS. CONWAY: Yes, ma'am, we will be happy
17 to get with you at the end of the comment
18 period.

19 MS. SOLARES: Thank you.

20 MS. CONWAY: If there is no one else, that
21 will conclude the formal public hearing. Thank
22 you all very much for coming. I also would
23 remind you once again that you can mail or
24 e-mail your comments to the City between now
25 and November 1st, as well as come up and speak

1 with the court reporter and we'll be around to
2 answer some questions if you would like
3 approach us.

4 MS. SANDOVAL: I am against construction
5 of the streetcar in downtown Miami. It is
6 terribly expensive. The population cannot
7 stand another expense like this, when we have
8 so many other large expenses, such as pension
9 funds of the policemen and the firemen, who
10 deserve them and the citizens have not been
11 compensated, paid back the illegal fire fee. I
12 do not think it is practical, because wealthy
13 people who are going to buy these very
14 expensive condo condominiums and expect a
15 chichi environment and cannot drive their cars,
16 they are not going to ride streetcars, because
17 they never do anywhere. And I mean, they don't
18 do it in the cities in Europe. They don't do
19 it in Paris. These people are all used to
20 riding in cars.

21 The streetcar, given the limited space and
22 the amount of traffic downtown, will cause
23 bottlenecks. When it stops, the traffic will
24 build up behind it. When there is a hurricane
25 the electricity will go off. I believe that we

1 should, as an alternative, use small trolley
2 buses, like they do in Coral Gables, which have
3 proven to be very successful. I ride them
4 myself. Coordinate these small buses for
5 evacuations in time of hurricane, which the
6 trolley cannot serve, coordinate them with the
7 Metrorail, with the People Mover, and to go to
8 the Beach. We need a whole fleet of maybe 20
9 or 25 of these small buses we can do it now.
10 What are they going to do for transportation
11 relying on this trolley, when it doesn't go in
12 until 2010 and all these buildings and their
13 chichi life and brand new downtown is going to
14 be in place by 2008. Thank you. And I'm
15 speaking as a taxpayer.

16 MS. WEST: Hello. My name is Nina West.
17 I'm a Miami resident. And I'm a property owner
18 at 175 Northeast 43rd Street. I'm very much
19 against this boondoggle. It's going -- it's
20 estimated to cost \$220 million of which \$100
21 million comes from FDOT. Well, we pay our
22 taxes to support FDOT. That \$100 million comes
23 from our tax dollars. And we have then to come
24 up with the other \$120 million and the city is
25 always broke. So where is this money going to

1 come from?

2 The streetcar, once the track is laid or
3 however they are going to do it, the overhead,
4 whatever it is, it's inflexible and I don't
5 think that it's going to have much more
6 ridership to support it.

7 We have no idea the per-person trip cost
8 for this conveyance and all of it has to be
9 subsidized with taxpayer dollars. And we are
10 always broke in this city. And when these
11 tremendous buildings come in, the people who
12 can afford these very expensive apartments will
13 never ride on this streetcar. They are only
14 going to ride in their cars. I think they are
15 building it to, you know, I mean I can't
16 imagine that the nightclub goers will be using
17 it to travel from one arts and entertainment
18 district downtown to the arts and entertainment
19 district in the Design District.

20 We could have jitney buses today. They
21 could be privately owned. They could be -- get
22 us beginning subsidy from the FDOT and they can
23 be up and running in three months. They would
24 be flexible and go where people want to go and
25 where the jobs are. We are not even sure that

1 the jobs will be up here. The jitney bus will
2 have a seamless interface with the FEC corridor
3 railroad, regional railroad, if it ever gets
4 built. And it will take people to the
5 destinations where they want to go. For
6 jitneys you don't need organized bus stops,
7 people stick out their hands and they stop and
8 tell where they want to get off on the route
9 and they get off, and they are comparatively
10 inexpensive to run. They could be
11 environmentally sound. We could talk about
12 using things that use propane to operate them
13 and they could be going today and there would
14 be no cost overruns for this.

15 I think the whole thing will be lost in
16 soft costs and it will be just like the PAC. A
17 very beautiful thing where we never stop
18 spending our money to get it done. Thank you.

19 (Thereupon the proceedings were
20 concluded.)

21

22

23

24

25

1 CERTIFICATE

2

3 STATE OF FLORIDA:

SS:

4 COUNTY OF MIAMI-DADE:

5

6 I DIANA SANTOS, Shorthand Reporter, do

7 hereby certify that the Miami Streetcar Project

8 Kick-Off Meeting was heard before the public, on

9 October 18, 2006; and that the foregoing pages,

10 numbered from 1 - 49, inclusive, constitute a true

11 and correct transcription of my shorthand report of

12 the proceedings.

13

14 WITNESS my hand and official seal in the

15 City of Miami, County of MIAMI-DADE, State of

16 Florida, this 30th day of November 2006.

17

18

19

20

21

22 _____

Diana Santos

23 Notary Public - State of Florida

My Commission No. DD 437554

24

25

