

CITY OF DEERFIELD BEACH REGULAR CITY COMMISSION MEETING MINUTES

Tuesday, June 1, 2010 at 7:00 PM

The meeting was called to order by Mayor Noland at 7:00 p.m. on the above date in the City Commission Chambers, City Hall.

CALL TO ORDER AND Commissioner Bill Ganz

ROLL CALL Present: Commissioner Sylvia

Poitier Commissioner

Marty Popelsky Vice

Mayor Joseph Miller

Mayor Peggy Noland

Also Present: Burgess Hanson, Interim

City Manager Andrew

Maurodis, City Attorney

Ada Graham-Johnson,

MMC, City Clerk

Absent: None

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Presentation by Mr. Greg Stuart, Executive Director of the MPO, of the Broward 2035 Long Range Transportation Plan (LRTP).

Greg Stuart, Executive Director of the MPO, stated that this is a part of a 31 city road show to discuss the 2035 long range plan. He said that the Broward Metropolitan Planning Organization is a pass through agency where they get federal funding for transportation projects and provide funding. He said that the Dixie Highway bridge project is one of them and commented on the \$80 million project on Interstate 95 South of Broward Boulevard, and other projects. He said that they do not come to the City to ask for money, but to give money. He advised that Commissioner Ganz sits on the MPO Board as a voting member and serves the City of Deerfield Beach proudly.

Continuing, Mr. Stuart outlined the agenda for tonight's discussion: Broward Future Transportation Needs, Broward MPO 2035 LRTP, Local Issues that they prioritized to fund within Deerfield Beach, what they have not, and where we are going. He said that this is an \$8.5 billion plan. It is financially feasible and they have the funds over the next 25 years. However, they do not have another \$8.5 billion of what they need to actually build their way, to keep their level of service where we are today; thereafter, he would entreat questions and answers. Mr. Stuart provided a history of where Broward is headed as a society, with the population currently being approximately 1.7 million people, and anticipates a 29% growth rate increase to about 2.2 million people in Broward County. The employment base will increase to approximately 37% growth with about 1 million jobs in Broward County. There will be about 1.3 million cars on the road; which is a 22% growth; the vehicle mile travel will increase to about 31%. He said that the delay number will increase to 64% in 2035. He said that this is a future that will happen even if they invest all the money and invest extra money to put into transit, the delay in vehicles is going to increase.

Mr. Stuart further stated that the Mode of Spilt increases from 2.1%; which indicates that only 2% of Broward County residents get on alternative modes, they walk to work or take their bike, or a bus; will decrease to 1.6%. Even with them encouraging people to take mass transit, this is a future that will be hard to change. Thereafter, Mr. Stuart said that their plan is forwarded by Federal Highway Administration throughout the country so that other cities and MPO's around the nation can sort of function in this way. He said that by taking land use; i.e. the largest land use, Gateway Hub a downtown area, or location near a transit, the tri-rail station, where there should be density, there should be office, and residential, so that people can move around without cars. They also looked at Anchor Hubs which are similar to the City Hall area in Deerfield Beach, the downtown area, and then the Community Hub; which are the smallest of all locations for people to go to and get on transit to move to different locations. Thereafter, Mr. Stuart provided a brief description of each of the hubs, Gateway, anchor and community. He said that they recognized that the tri-rail is going to grow. They are looking at putting tri-rail on the FEC track, running from downtown Miami to West Palm Beach and creating a very large H-System, to provide local trains and high speed trains. He further commented on the premium transit. He said that in Broward County, they will try to increase the efficiency of the bus system. With only \$8.5 billion, they cannot afford to put a rail system in Broward County, it is impossible based on the revenue that they have coming in to have an operating budget, and to have the maintenance for a rail system. Therefore, taking the Broward County bus system and calling it a premium system, where the buses operate in its own lane. It is exclusive and you cannot get in or out of the lane, but only for the bus to operate. They are looking at the buses to operate similar to street trolleys. Further, they are considering premium transit; however, they are not certain if Broward County Transit will be the operator, but may look for a different type of operator.

Additionally, Mr. Stuart said that when looking at premium transit, they are also talking about rapid bus. It is something that has already been rolled out on State Road 7. Where the buses operate in mixed traffic, but have the ability to change the traffic lights to get through the intersections. He commented on the delay issues and the growth in Broward County, as well as the other urban areas that we are competing against with other states nationally and probably internationally. He continued to outline the plan by overhead and comment that the plan is broken into red and blue lines. The red lines are where buses will be operating in exclusive lanes. The blue lines are where the buses will be operating in mixed traffic. This will allow commuters to travel on a bus rapid transit and move east/west quickly. They recognized that the commuters move well north and south, but there is a challenge in moving them east/west.

Moreover, Mr. Stuart stated that Deerfield Beach discussed the transit project that they are considering in Deerfield Beach. They have investment monies for projects along Sample, Hillsboro Boulevard from the Tri-Rail Station east to US 1, and then a route up to US 1 to FAU and the new University Hospital that they are planning on building. Then out back to the west onto 441. He further commented that the dots, red, green and yellow dots each represent investment money. He said that a gateway hub is about \$8 million that they will invest in that location for transit type facilities. The green dot indicates \$2 million; in which the MPO is planning to invest. Although, there are no green dots, but there are yellow dots; which are community hubs. He further stated that there are no dots in the downtown area of Deerfield Beach and suggested that they work with the City to determine how they can get money for the City's redevelopment projects and the efforts in funding transit projects.

Also, Mr. Stuart said that the bike, pedestrian and greenway projects are stellar in the City of Deerfield Beach because it has one of the largest investment programs. He

said that their Board has recommended that they no longer focus on roadway improvements, because they require a lot of money. For example, South State Road 7 in Hollywood is about a 1½ mile project to add one additional lane, would cost \$150 million in right-of-way acquisitions and \$12 million to construct. Therefore, based on those types of numbers, they cannot build their way out of the congestion problems. He commented on the Sawgrass Expressway to I-95, and said if they were to get that type of money to build the project, they could actually construct two (2) dedicated bus lanes in Broward County, from University Drive east to Dixie Highway. He said that his recommendation to the MPO Board, if extra funds were given into their system, will not be the investment into 10th Street, but into a bus system. Nonetheless, the City's elective officials would make that decision. He committed to the City of Deerfield Beach that as long as he is at the helm, this will be his recommendation. He further commented on the Dixie Highway Project, which was a \$40 million investment that was on the books for many years. He said that this is a significant improvement and will have a huge impact on Deerfield Beach; as it will provide the impetus for redevelopment in the City of Deerfield Beach downtown areas, similar to Delray Beach. Mr. Stuart said that every time the MPO makes an investment, they typically look to see what the return would be. When they do a transit investment for every dollar they spend, they get a \$6 dollar in return to tax base; which the tax base is important to a government because it does not ask the citizen for additional investment. Continuing, Mr. Stuart said that the \$8.5 billion is needed to take all the red and blue lines and make them rail between \$12 and \$20 billion; which is a significant increase in their budget. They have the ability to raise that type of capital which he will discuss with the elected officials throughout Broward County as it does not necessarily have to be a tax, but could be. However, it will be up to the people to decide. Some of the options to consider are sales tax, vehicle mile travel tax, and the tax increment finance district. However, all of these things combined maybe a way to come up with covering the deficit they are going to have if this community decides to go forward with rail. If the City of Deerfield Beach decides to stay with its bus system, the MPO can financially put a bus system together that will work. He further stated that over a 21 year period, the amount would be \$15.1 billion from sales taxes; from VMT it would generate \$11.6 billion and TIFD would generate \$13.6 billion. He said by putting a percentage of these together, it would provide the money to build a world class transportation system. In closing, Mr. Stuart said that a rail requires a lot of money. To do a bus system, they have it, and know how to do it and believe that they can go forward with it. Thereafter, he entertained questions by the Commission and the Interim City Manager.