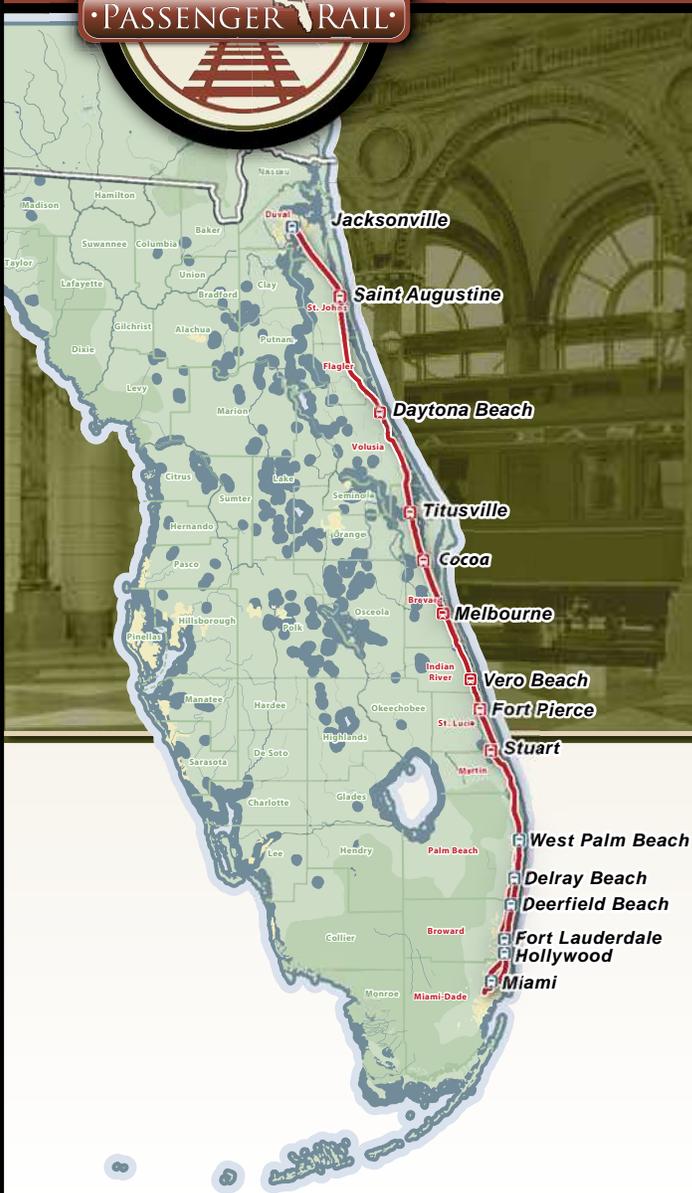


APPENDIX D

MEETING SUMMARIES



AUGUST 2010





AMTRAK/FEC CORRIDOR COALITION

Seeking to restore passenger service, in the form of Amtrak, on the Florida East Coast rail corridor from Jacksonville to West Palm Beach, and south to Miami

KICKOFF MEETING

Friday, March 26, 2010
10 AM

Cocoa City Hall
(65 Stone Street; Cocoa, FL 32922)

AGENDA

- | | | |
|------|---|--|
| I. | Welcome & Introductions | Doug Smith, Commissioner
<i>Martin County Board of County Commissioners</i> |
| II. | National Amtrak Rail Program | Todd Stennis, Director - Government Affairs South
<i>Amtrak</i> |
| III. | State Rail Program | Stephanie Kopelousos, Secretary
<i>Florida Department of Transportation</i> |
| | <ul style="list-style-type: none">• Passenger Rail Enterprise• Florida Rail Enterprise<ul style="list-style-type: none">- High Speed Rail Update- Commuter Rail Update- Intercity Passenger Rail• Amtrak/FEC Corridor Project<ul style="list-style-type: none">- Project Overview- Funding- Project Timeframe | |
| IV. | Amtrak "Station Cities" Update | Update by Individual City Representatives |
| V. | Open Discussion | |
| VI. | Next Steps | |

For those unable to attend the meeting in person, a Conference Call Bridge teleconference has been arranged.
All call-in participants must mute their telephones to enable the call to work properly.

Call-in Number: (321) 433-8878
Conference ID: 1201
Access Code: 147258

During the meeting, questions and comments can be emailed to kdelaney@terpc.org, and every effort will be made to present them to the speakers during the meeting.



AMTRAK/FEC CORRIDOR COALITION

Seeking to restore passenger service, in the form of Amtrak, on the Florida East Coast rail corridor from Jacksonville to West Palm Beach, and south to Miami

KICKOFF MEETING ~ MARCH 26, 2010 ~ MEETING SUMMARY

The meeting was called to order just after 10 AM by Doug Smith, Martin County Chair and member of the Treasure Coast Regional Planning Council. There were approximately 150 people in attendance. A list of represented congressional and legislative offices, local governments, agencies, organizations, businesses, and others is included with this summary. Mr. Smith thanked the City of Cocoa for hosting the meeting and providing refreshments.

Mr. Smith welcomed the participants, noting his long involvement in the Amtrak/FEC Corridor project since it was initially proposed by Amtrak and FDOT in 2001. Mr. Smith noted the purpose of the meeting was to provide a forum for local governments, agencies, organizations, and the public to collectively discuss the Amtrak/FEC Corridor project with representatives of the Florida Department of Transportation (FDOT), Amtrak, Rail America/FEC, cities along the corridor, and others.

It was noted the meeting was organized by the four regional planning councils along Florida's east coast, including the North Florida Regional Council (NFRC), East Central Florida Regional Planning Council (ECFRPC), Treasure Coast Regional Planning Council (TCRCP), and South Florida Regional Planning Council (SFRPC).

Mr. Smith presented a brief overview of the Flagler railroad and history of passenger rail service in Florida, including an overview of historic stations in the eight subject station locations (St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, and Stuart). In 1957, the FEC Railroad serviced 86 stations between Jacksonville and Miami; however, passenger service on the FEC was discontinued in 1968. Mr. Smith then described the proposed Amtrak service on the FEC Corridor, with interconnections in Jacksonville (between the CSX and FEC), West Palm Beach (between the CSX and FEC), and in Miami at the Miami Intermodal Center. Mr. Smith noted that support for the project continues to grow, with more than 133 resolutions and letters of support from a wide range of cities, agencies, and others, and a newly-established Facebook page. Finally, Mr. Smith emphasized TCRPC's twenty-year prioritization and commitment to the restoration of passenger rail on the FEC.



Mr. Smith then introduced Todd Stennis, Government Affairs Director for Amtrak, who provided an overview of Amtrak's national service and partnerships with fifteen states, noting Amtrak's desire for Florida to become the agency's sixteenth state partner. Mr. Stennis discussed Amtrak's current service in Florida, which carries nearly one million riders annually, and compared Florida's service to California, where Amtrak ridership is nearly eleven million in addition to Amtrak's provision of commuter and other passenger

services in the state. Mr. Stennis noted the current administration's increased financial and policy support for transit generally and Amtrak specifically, with billions of dollars now available to expand intercity and high-speed rail service across the nation. Mr. Stennis emphasized Amtrak's strong interest in partnering with the state for a stimulus funding application to enable the FEC Corridor service; however, he also noted there were several challenges needing resolution prior to an application submittal. Key among these were the need to finalize negotiations with the FEC and the need to resolve the current liability indemnification issues created by Florida's recently adopted rail legislation in December 2009.

Of particular interest and discussion was an announcement by Mr. Stennis that Amtrak intended to run an "inspection train" along the FEC corridor in late April or May. He indicated discussions were underway with FEC, and more details would be available over the next few weeks.

Mr. Smith then introduced FDOT Secretary Stephanie Kopelousos, who provided an overview of the state's rail program, including high-speed rail, commuter rail, and intercity passenger rail.

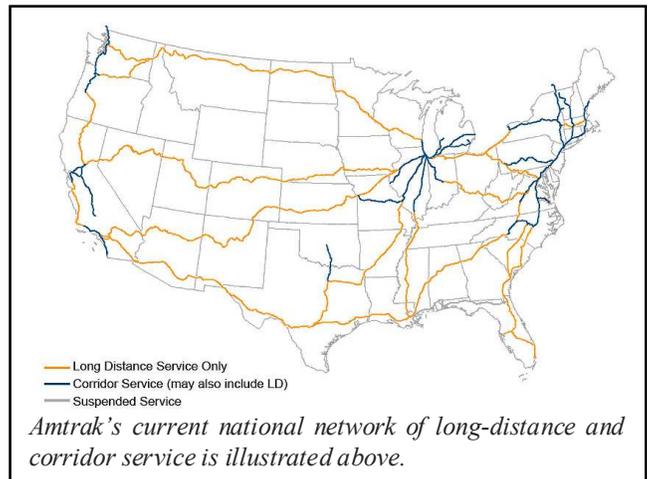
She noted the state's long-standing support of the Amtrak/FEC Corridor project, dating back to the project's first introduction in 2001. The Secretary described the FDOT's extensive work in preparing the ARRA application for high speed / intercity passenger rail funds in 2009. Although the first funds from that program were awarded to the Tampa/Orlando segment of Florida's high speed rail program, Secretary Kopelousos emphasized the state's strong commitment to resubmitting the Amtrak/FEC project for the next round of funding under the same program, with updated program guidance anticipated in late March and applications likely due in the Summer of 2010. The Secretary noted that FDOT discussions with the Federal Railroad Administration indicated the project was strongly considered for funding; however, additional environmental work was necessary for it to be successfully funded. Consequently, FDOT staff had already initiated the "advance notification" for the agency's Efficient Transportation Decision-Making process to expedite permitting, and further, FDOT was advancing other environmental and survey activities to improve the project's readiness for funding and construction. The Secretary complimented the large turnout, recommended continued dialogue amongst the coalition, and strongly encouraged cities and project supporters to communicate with legislative and congressional representatives.

Following the presentations were a series of questions and answers related to a broad range of issues, including the level of commitment to the project by the state, possible matching funding requirements for cities receiving stations, timing of the service, liability indemnification, and continued planning and permitting activity by FDOT. The cities of Bunnell and New Smyrna Beach noted their interest in being included for stations along the corridor.

Subsequently, representatives from each of the cities currently planned for stations (St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, and Stuart) provided updates as to the evaluation of station locations, relevant planning and development activity, and the benefits a future station would bring to their communities.

Mr. Smith then detailed next steps for the Coalition, including the posting of information on the TCRPC website (www.tcrpc.org), continued dialogue and sharing of information, the need for continued and increased communications with legislative and congressional officials as well as the Governor's office, and a commitment for the RPCs to forward details as available related to the running of the Amtrak train along the corridor as well as other relevant project information.

The meeting was adjourned at 12:30 PM.



MEETING PARTICIPANTS

There were approximately 150 individuals and entities who participated in the Amtrak/FEC Corridor Coalition Meeting, including (but not limited to) the following legislative and congressional offices, local governments, agencies, businesses, and other groups:

US Representative John Mica, 7th District
US Representative Bill Posey, 15th District
US Representative Tom Rooney, 16th District
US Representative Suzanne Kosmas, 24th District

Florida Representative Ralph Poppell, District 29

Amtrak
Rail America/FEC Railroad
Florida Department of Transportation

North Florida Regional Council
East Central Florida Regional Planning Council
Treasure Coast Regional Planning Council
South Florida Regional Planning Council

St. Johns County
Flagler County
Brevard County
Indian River County
St. Lucie County
Martin County

North Florida TPO
Volusia County MPO
Metroplan Orlando
Space Coast (Brevard) TPO
Indian River MPO
St Lucie TPO
Martin County MPO
Palm Beach MPO
Broward MPO

City of Jacksonville (Duval County)
City of St. Augustine (St. Johns County)
City of Bunnell (Flagler County)
City of Palm Coast (Flagler County)
City of Daytona Beach (Volusia County)
City of New Smyrna Beach (Volusia County)
City of Titusville (Brevard County)
City of Cocoa (Brevard County)
City of Melbourne (Brevard County)
City of Rockledge (Brevard County)
City of Palm Bay (Brevard County)
City of Vero Beach (Indian River County)

City of Fort Pierce (St. Lucie County)
City of Port St. Lucie (St. Lucie County)
City of Stuart (Martin County)
City of Greenacres (Palm Beach County)
City of Wellington (Palm Beach County)

Bruce Tate Banking Systems
Concerned Citizens' Association
Florida Today
Friends of Historic Canal Street
Greater St. Paul Baptist Church
Indian River County Historical Society
Jacksonville Transportation Authority
Lassiter Transportation Group, Inc
Main Street Vero Beach
Marine Discovery Center
Melbourne Regional Chamber
Ocampo & Associates
Ocean Waters
Port Canaveral
St. Johns County Tourist Development Council
St. Lucie Council on Aging
Scripps TC Newspapers
SE Volusia Chamber of Commerce
South Florida Regional Business Alliance
South Florida Regional Transportation Authority
Space Coast Economic Development Commission
Space Coast Association of Realtors
Space Coast Avenue Trust
The Florida Times-Union
Vero Heritage, Inc.
White Challis

*NOTE: This meeting summary was prepared by the
Treasure Coast Regional Planning Council.
For more information, please contact Kim DeLaney,
TCRPC Growth Management Coordinator
[\[kdelaney@tcrpc.org\]](mailto:kdelaney@tcrpc.org) or (772) 221-4060
or visit www.tcrpc.org.*



St Augustine Public Design Session (5/12/2010)

St Augustine City Hall (City Commission Chambers)

Notes by Kim DeLaney, TCRPC

Session began at 9:00 AM with approximately 40 people in attendance (reps from City of St Augustine, surrounding cities, St Johns County, FDOT, North Florida TPO, Northeast Florida Regional Airport (former St Augustine/St Johns County Airport), Amtrak, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the three potential locations initially identified in the City of St Augustine and metro area. A station design workshop was then facilitated by DeLaney and Steven Fett (TCRPC). A summary of issues related to the three station sites is below:

Alternative 1: San Marco Avenue

Site is owned by FEC and was used historically as a freight station. Existing buildings on-site have been used for variety of non-FEC purposes over time, including public functions such as driver's license office.

Site contains existing mid-1950s station building that could be retrofitted for use as passenger station. Building appears to be similar vintage and materials to Cocoa vintage station.

Site is fairly isolated on west side of US1 but is within a half-mile of the northern edge of the St Augustine historic district.

Site is adjacent to significant vacant undeveloped property that could be infilled over time with mix of appropriate uses (given current mixed-use FLUM and zoning).

Site was deemed reasonable by participants as a fallback location and was considered to be viable with minimal capital expenses (retrofitting of existing building, some parking/signage/landscaping); however, this site was not selected as preferred by participants.

Alternative 2: Carrera Street

Site is closest of alternatives to historic downtown St Augustine, which majority of participants identified as key destination for visitors to the city.

Site is owned by FEC, with eastern frontage on US1 and western frontage along San Sebastian River. Site is undeveloped and has been identified in ETDM process as potentially inclusive of environmentally sensitive habitat. Participants indicated that off-shore island is currently being evaluated for designation as bird sanctuary, and

participants expressed interest in pedestrian-oriented features being added (e.g., riverwalk, promenade, elevated observation deck) to allow station patrons to view environmental features along the riverfront.

Portion of US1 fronting site is 4-lane with posted speed of 45 MPH, which could create need for deceleration/turn lane for southbound drivers. Deceleration/turn lane could also better accommodate buses and other transit vehicles.'

US1 along edge of site does not contain extensive pedestrian features or frontage uses; therefore, participants expressed interest in evaluating urban infill pattern along US1 with identification of appropriate locations and uses to create pedestrian edge along US1 and provide greater enhancement to both pedestrian activity and historic district. Urban improvements discussed by participants included (1) well-defined pedestrian crossing (e.g., paver blocks, lighting, landscaping, signage and/or signalization as appropriate); (2) increased urban infill of buildings and uses to frame US1; (3) enhanced use on existing on-street parking which would be increased by urban pattern of buildings and uses; (4) traffic calming measures (which would result in part from improvements noted above). These measures were identified as strategies to improve safety along US1 in this section for vehicular and bicycle/pedestrian traffic in the area, which would also enhance function of future train station at this location.

If site were selected for station location, consensus of participants was to locate station building and parking east of FEC RR, with a shift of tracks to the east if possible to further protect riverfront edge of site.

Site is somewhat small (roughly 1.3 acres), which will make it difficult to accommodate medium-sized station and requisite parking (typically medium-sized stations require 2 acres). Participants suggested use of some off-site parking, perhaps across US1 as City owns fire station building as well as visitor center within a few blocks.

Participants acknowledged ability for site to be accessed by all modes of local transit, both public and private, including public bus, private trolley & tour train and horse-drawn carriage as well as auto, bicycle, and pedestrian users. Participants also noted the local street network is fairly low speed, which could allow use of electric vehicles and potential for electric vehicles and/or zip car and other vehicles of this nature on-site. Additionally, site was recommended for location of bicycle and canoe/kayak rentals, with ancillary bike and canoe/kayak rentals possible further east (across US1).

Of the three alternatives evaluated, this site was identified as the one that could provide the strongest "sense of arrival" for St Augustine, with views of historic buildings within the historic downtown possible from this location.

Participants discussed a range of appropriate architectural treatments for a station in this location, with strong preference given to a replica historic structure, and noted input from local historic preservation advocates would be advantageous in determining recommended architectural look of site.

Participants discussed potential for City to utilize funding from St Augustine CRA to offset capital station costs as well as potential for partnership with other local entities (e.g., County, North Florida TPO, FDOT in form of roadway improvements). City representatives also suggested potential public/private venture with local for-profit trolley operators for operations & maintenance of station over time.

Alternative 3: North Florida Regional Airport (former St Augustine/St Johns County Regional Airport)

This location would utilize FEC-owned property west of current airport property and across US1 for location of station and elevated pedestrian crossing, with parking to be located east (across US1) on airport property. Participants recommended station to be located east of FEC corridor, on fairly narrow strip of property between FEC corridor and US1. Narrow dimension of property would limit ability for additional commercial and other related development immediately adjacent to station. US1 in this location is four-lane divided section with median and posted speed limit of (NEED CONFIRMATION: 45 or 55) MPH.

Location is approximately three miles north of City of St Augustine, and aside from airport development, there is limited adjacent commercial development in immediate vicinity of airport property.

Airport is currently engaged in master-planning process which includes potential for development of intermodal center within Airport property which could include future transit station in identified location across US1. Given land use conditions, strong majority of participants indicated station type in this location would be appropriate geared for commuter rail or other employment-based transit; however, land use conditions were not appropriate for Amtrak station within likely ten-year horizon.

Airport representatives noted that future airport and private development in and around Airport property could likely include significant job centers, with both commercial and industrial users, which would result in favorable land use pattern for job-based transit. Further, participants noted ease of regional access to Airport property versus somewhat congested land use conditions and roadway network in immediate vicinity of Carrera Street/downtown location. These conditions further reinforce future use of site for commuter transit station.

General Comments:

Strong majority of participants indicated preference for Carrera Street/downtown (alternative 2) as locally preferred alternative, with San Marco (alternative 1) and airport (alternative 3) to be maintained as fallback alternatives.

Daytona Beach Public Design Session (5/13/2010)

Daytona Beach City Hall (Conference 149B)

Notes by Kim DeLaney, TCRPC

Session began at 11:00 AM with approximately 70 people in attendance (reps from City of Daytona Beach, Daytona Beach CRA, Downtown Daytona Partnership, Volusia County, Volusia County MPO, Senator Lynn's office, Congressman Mica's office, Cocoa, City of Rockledge, Amtrak, ECFRPC, neighboring cities, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the five potential locations initially identified in the City of Daytona Beach. A station design workshop was then facilitated by DeLaney and Steven Fett (TCRPC). A summary of issues related to the five station sites is below:

Alternatives 1, 2, 3 and 4: South of International Speedway Boulevard ISB) (all tested together):

All four sites south of International Speedway Boulevard were evaluated together, with a collective focus on properties between Live Oak Ave to the south and International Speedway Boulevard to the north. Three main east/west roadways were included in the analysis: Live Oak Blvd, Orange Avenue, and Magnolia Avenue. It was noted by participants that the historic Daytona Beach station was located at Magnolia Avenue.

If the station were to be located south of ISB, the consensus of participants was to locate a new train station at the Magnolia Avenue street-end on the east side of the FEC rail corridor. There is common property ownership along the eastern side of the FEC corridor which runs from ISB Blvd to Orange Avenue. Current use is ProBuild, a construction warehouse/distribution use, which underutilizes the northern portion of its property (which generally runs from Magnolia Avenue to ISB). The consensus of participants was to ideally locate a right-turn entrance to a station site just east of the FEC along ISB, and carry a narrow lane to Magnolia Ave if possible. Without a turn-lane, signage could otherwise be located along the ISB edge to indicate location of the train station.

Participants recommended a station location at the western end of the Magnolia Avenue right-of-way, which appears to be 60 feet in width. The station building would be located on private land, with parking and bus facilities located in the Magnolia Avenue street-end. (Magnolia Avenue does not include an at-grade crossing of the FEC). Access would be improved with either a narrow lane running north/south along the eastern edge of the FEC (that would likely be one-way), an alternate means of egress mid-block between ISB and Magnolia Avenue, or simply access via Magnolia Avenue.

This general location is the closest of the five alternatives to the core historic downtown for Daytona Beach, which is located approximately three blocks east. Magnolia Avenue has some pedestrian qualities which could be improved over time. This general area of Daytona Beach contains a fairly consistent street network with an urban block structure. The core redevelopment efforts on the waterfront block (Beach Street) have begun to stimulate additional redevelopment in the blocks immediately west of the core downtown. It should be noted that US1 (Washington Avenue) is a key north/south roadway that separates the core downtown from the FEC Corridor; however, US1 in this section is somewhat urban with a fairly consistent pattern of urban development south of ISB in this general area.

Participants noted the proximity of the current Greyhound station, which is one block from the recommended station location at Magnolia Avenue. It was also noted that VoTran transit service includes routes on US1, and it appeared reasonable for a station location in this area to be incorporated into the route structure.

There was limited discussion regarding the historic Daytona Beach train station, which was apparently demolished some time ago, and participants indicated a preference for replica historic architecture.

The spikes in tourist activity in Daytona Beach, particularly for bike week and events at the speedway, tend to overwhelm ISB, and it was noted that the grid street network in this general area would allow better traffic dispersion than a station fronting ISB.

A station in this area would be included within the primary CRA district in Daytona Beach (there are a total of five CRA districts), which would help implement the CRA Plan and would potentially be eligible for funding through the CRA.

Alternative 5: North of International Speedway Boulevard

This alternative focused on a FPL property immediately adjacent to ISB, which would be adjacent to an existing transmission hub. Due to the proximity to the transmission lines and infrastructure, participants felt as though this location was inappropriate for the train station.

New Alternative 6: North of ISB at Mary McLeod Bethune (MMB) Boulevard

A new alternative was identified by participants north of ISB at Mary McLeod Bethune (MMB) Boulevard, which is a major east/west roadway that runs from I-95 to Beach Street. This area is also included in the City's CRA (the primary CRA district), and station funding could potentially be acquired from the CRA.

This general area of the City includes historic African American neighborhoods and a historic main street of smaller, local businesses along MMB from the FEC corridor east to US1. To the west, MMB runs through the center of Bethune Cookman College, which is located west of the FEC Corridor. Participants focused on the intersection of MMB,

FEC corridor and N Charles Street, which is a north/south city roadway, for a potential station location. Uses in the immediate vicinity of the intersection are varied, with single-family homes fronting Charles Street to the west, industrial uses along the eastern edge of Charles Street and Seagrave Street (which runs one block east of the FEC Corridor), and some industrial and heavy commercial uses fronting MMB. Of particular concern is the presence of a private recycling facility at the northwest corner of Seagrave Street and the FEC Corridor, fronting MMB.

Participants also noted the proximity of the VoTran intermodal center, which is roughly three blocks east, across US1. Although participants acknowledged transit riders would not likely access the VoTran center as pedestrians, given the need to cross US1, the facility was physically closer to this general area than sites south of ISB.

Participants also stressed the need for economic stimulus in this portion of the CRA, and proximity of the college, roughly 2 blocks west of the FEC corridor in this location.

Several parcels were evaluated for the potential location of a station in this area, with a focus on city-owned property fronting MMB to the north, east of Charles Street and west of the FEC Corridor. The site is significantly smaller than those evaluated south of ISB, but Charles Street appears to have a fairly broad right-of-way, which could accommodate some of the vehicular access and on-street bus access off-site.

It is important to note this site was identified by participants in the design session, and therefore, it has not yet been evaluated through the ETDM process.

General Comments:

There was a general consensus that a site south of ISB would likely be easier to access and develop, and it was of further advantage that the site was in the ownership of a single entity whereby the use was clearly underutilized in the portion of the site that would be necessary for the accommodation of a station.

Titusville Public Design Session (5/19/2010)

Titusville City Hall (Council Chamber)

Notes by Kim DeLaney, TCRPC

Session began at 9:00 AM with approximately 35 people in attendance (reps from City of Titusville, Brevard County, Space Coast Economic Development Council, Space Coast Regional Airport, Titusville Community Redevelopment Agency, surrounding cities, FDOT, business & property owners, and residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the four potential locations initially identified in the City of Titusville. A station design workshop was then facilitated by DeLaney and Jose Venegas (TCRPC). A summary of issues related to the four station sites is presented below.

Alternatives 1 & 2: Downtown Locations (combined evaluation of Pine Street & Julia Street alternatives)

This location contains the historic Titusville station along the FEC, which is located on FEC-owned land east of the current FEC railroad tracks. The FEC property appears to extend from Julia Street to Pine Street.

The FEC property appears to be roughly 2/3 of an acre and could accommodate approximately 20 spaces on site. Across the street (to the east) of the property is a church with event parking along the edge street.

The historic downtown includes 12-18 events annually that draw thousands of patrons. In addition, the historic station is adjacent to a rails-to-trails improvement that will ultimately connect to a 260-mile trail loop.

Significant on-street parking opportunities exist within the vicinity of the site. Historic walking tours of the core historic downtown routinely include the existing historic station, with three museums located within several blocks of the existing historic station.

This location offers immediately economic development benefit to the historic downtown and is included within the city's CRA.

Concerns were raised in the session regarding rumors of the FEC's recent sale of the property to a church interest, and emails have been sent to FEC reps to ascertain current controls.

Site is within Titusville CRA, which would likely be utilized as a source of funding for capital and operating/maintenance costs.

Alternative 3: Space Coast Regional Airport

The consensus of participants was for a future station to be located on the east side of the FEC corridor, along the eastern edge of the airport property. The likely station location would be on privately-held property with an opportunity to land-swap with adjacent city-owned land. There is an existing rail siding along the airport property.

Airport is located along SR 407 which provides east/west espressway connection to Orlando and Kennedy Space Center/barrier island.

Internal airport roadway is Golden Knights Boulevard.

Airport is currently working with other larger entities to bring additional economic development activity, including larger conference areas, hotels, entertainment uses, and other mixed-use development.

Location offers easy access for north and central Brevard population.

Military aviation museum is under construction on the airport site, and hanger construction is underway. Helicopter training facility is under development on-site. Airport is currently pursuing customs clearance on-site for US/Caribbean flights.

This alternative could be considered for the port connector station, and participants noted the airport site and the Cocoa station locations are relatively equidistant to Port Canaveral. Site is also roughly 30 minutes to Orlando International Airport.

Airport location provides most convenient access to the barrier island, port & Kennedy Space Center, and it offers substantial undeveloped land for expanded station over time.

Existing and proposed land use conditions (to exist in 3-10 years) are likely not ripe to support intercity passenger service; however, long-term, this location would be appropriate for a work-based (employment center) station type.

East side of FEC is in unincorporated Brevard County while the west side of the tracks is within the City of Titusville.

73.6 acres – “Four Frontiers” – intersection of SR 407 and Shepard Ave – entertainment, institutional, educational, and tourism development. New I-95 interchange is also underway – will arrive within 5 years.

Significant mixed-use developments proposed east of Washington Ave/US1 along the water.

Alternative 4: Washington Avenue (near Chrysler Dealership)

No support for this location – industrial land and no surrounding development (existing or planned) that is considered supportive of future Amtrak or other transit service in this area.

General Comments:

General consensus is that downtown location offers best near-term alternative for the city, with an airport location to be maintained as a longer-term alternative, that would be enhanced if (1) medium manned station type was recommended, and (2) additional airport and surrounding development were to occur as envisioned.

Cocoa Public Design Session (5/4/2010)

Cocoa City Hall (City Commission Chambers)

Notes by Kim DeLaney, TCRPC

Session began at 1:00 PM with approximately 30 people in attendance (reps from City of Cocoa, City of Rockledge, Amtrak, ECFRPC, Congressman Posey's office, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the four potential locations initially identified in the City of Cocoa. A station design workshop was then facilitated by DeLaney and Steven Fett (TCRPC). A summary of issues related to the two station sites is below:

Alternative 1: Stone Street

If site were selected for station location, consensus of participants was to locate station building and parking east of FEC RR.

Site is somewhat small (roughly 1.3 acres), which will make it difficult to accommodate medium-sized station and requisite parking (typically medium-sized stations require 2 acres). Small site size will also make it difficult to accommodate bus traffic on site, which is expected to be heavy given this station's relationship to port-bound riders.

Site access is compromised by recent US1 improvements which added median, preventing vehicles from turning left when exiting site (all vehicles must exit onto US1 and turn right (south)). Site access is further compromised by relatively recent closure of Stone Street FEC RR crossing. (There remains strong desire to re-open Stone Street crossing for pedestrian and/or vehicular movement; however, City staff indicates proximity to the 520 intersection, history of accidents in this location, and median closure limiting cross-US1 traffic movement would prevent re-opening. Pedestrian crossing remains possibility that could be pursued.)

Station in this location could promote economic development in immediate vicinity, particularly sites at US1/520 intersection and west across FEC RR in "Diamond Square" neighborhood. Site is within downtown Cocoa CRA and abuts Diamond Square CRA, which has abuts property at western side of FEC corridor.

Land ownership appears to be among several property owners, therefore making land acquisition a potential challenge.

Pedestrian crossing at US1/SR 520 is unfriendly, with fast-moving traffic in all directions. Uses along US1 and SR 520 are predominately auto-dominated.

Alternative 2: Rosa L. Jones Blvd.

Site contains old FEC station (Cocoa/Rockledge) that could be renovated for station use, thereby producing potential cost savings. Station building appears to be 1950s architecture, with mid-century modern architecture, well-built, and composed of classic materials.

Site is owned by FEC and currently leased to heavy commercial use (Docks & Decks). Site jurisdiction is split, with building and part of potential station platform in City of Cocoa (within downtown CRA) and southern end of potential station platform in City of Rockledge (within Rockledge CRA). Cocoa Diamond Square CRA abuts to west of FEC corridor. Split jurisdiction of subject site offers opportunity for financial partnering with City of Cocoa, Cocoa CRAs (both downtown and Diamond Square), City of Rockledge, and Rockledge CRA.

Rosa L. Jones/US1 intersection is lighted intersection with four-way movement, thereby allowing good vehicular access in all directions. This intersection also has good pedestrian crossing, and Rosa L. Jones leads directly east to southern end of Cocoa Village/historic downtown Cocoa. Street is pedestrian friendly, urban in nature with buildings set close to street, two-lanes, and quaint.

Site is sufficiently large enough to easily accommodate required parking along with transit/bus vehicles. Existing building appears to be roughly 4,000 SF, which is large enough to accommodate station needs and provide additional space for ancillary uses.

Economic yield in this location is strong, with potential benefit to properties due west (FPL property immediately west that is currently on the market, privately-held and recently cleared property immediately northwest, significant redevelopment opportunities west across US1).

Station location at this site will require landscape improvements along Railroad Avenue (which lies immediately west of FEC corridor) to buffer current housing authority residences to west and north of site.

Pending city stormwater improvement immediately northwest of subject site provides opportunity for attractive stormwater feature with park-like amenities, which would further buffer residential units along Railroad Avenue and could enhance redevelopment potential of recently cleared site northwest of subject site.

General Comments:

With either site, participants desire a pedestrian path along the FEC corridor to add connectivity to surrounding neighborhoods and mixed-use districts.

City may seek financial participation by Port Canaveral to assist with operations/maintenance of station as it will be a strong generator of port traffic.

Melbourne Public Design Session
5/18/2010
Melbourne Regional Chamber of Commerce

Session began at 10:00 AM with approximately 15 people in attendance (reps from City of Melbourne, Chamber of Commerce, surrounding cities, FDOT, Melbourne International Airport, Amtrak, Downtown CRA Advisory Committee, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the three potential locations initially identified in the City of Melbourne. A station design workshop was then facilitated by DeLaney and Jose Venegas (TCRPC). A summary of issues related to the three station sites is below:

Alternative 1: Melbourne International Airport

Subject property is owned by Melbourne International Airport, which has direct relationship to City of Melbourne via City Charter. Initial station location has been determined to be within flight paths from Runway 9-Right, 27-Left (documentation provided by Airport Authority). An alternate location along Apollo Blvd was identified in the workshop which shifts the station infrastructure north along Apollo Blvd outside the flight path.

Limited development surrounds the likely location, and the site is fairly distanced from other commercial nodes in the area.

Station location would require shuttle connection into airport terminal as multi-modal destination. Circulator could be provided by Melbourne Shuttle (private shuttle vans operated through the airport). SCAT would need to modify existing route to include Apollo Boulevard.

Land area required is fairly shallow which may enable FAA to authorize land for this use. Ancillary commercial uses could be permitted through airport authority, but development pattern would be interrupted by flight path limitations.

Lack of surrounding buildings and improvements to convey “sense of place” for arriving passengers.

Alternative 2: South of 192

Site is included within City’s CRA, and surrounding property owners desire station or other investment by City long-term. However, development horizon is fairly long-term. CRA is working to try to upgrade general area. City has no land holdings in the area,

which diminish leverage available for 20% cost share. Land use pattern is predominately industrial and commercial, with limited transit-oriented uses. Historically, FEC operated a freight station in this general area; however, station is no longer in existence.

Alternative 3: North of 192

Subject property is owned by City and FEC; currently used as surface parking lot to augment downtown businesses. City owns 5 of 6 lots adjacent to platform location.

Historic Melbourne station location is immediately south across 192 next to current Depot Café.

Station location would be to east of FEC tracks with @ 850' platform (from 75' north of 192 to Fee Avenue). Station footprint would be east of FEC and west of Depot Drive continuation, with approximately 100' setback from Strawbridge Avenue with plaza between station building and edge of Strawbridge Ave.

Continuous platform would require closure of two at-grade crossings (Lincoln and Palmetto Avenues, both of which are small local streets); however, participants expressed strong interest in alternative crossing configurations (e.g., movable platform that could be closed only when train is in station or ramping to allow vehicular access).

Participants recommended continuation of Depot Drive as linear slip street – exists south of 192 – recommend continuation of Depot Drive north along eastern edge of FEC to Fee Avenue to supplement internal vehicular circulation.

Site is within Downtown CRA district and proximate to several key redevelopment parcels, including proposed Hyatt hotel and other waterfront and non-waterfront mixed-use parcels. New Haven is existing successful historic “main street” with good urban form, traffic calming, beautification, and mix of uses. The CRA may be a source of funding for capital improvements and/or operating/maintenance costs.

Site is immediately proximate to the Melbourne Regional Chamber of Commerce, which is located across the street at the northeast corner of Strawbridge Avenue and the FEC corridor, and there is potential for chamber representatives to staff the station in a caretaker role.

Existing Brownlie Maxwell funeral home exists on block bound by US1, Lincoln, Palmetto, and FEC corridor, with existing constraints for procession traffic desiring to head northbound on US1. Procession traffic currently travels east on interior streets, across Palmetto ultimately to Hibiscus, for northbound turn onto US1. Closure of Palmetto and Lincoln would place increased emphasis on need for Depot Drive.

Recommend beautification of Strawbridge and US1.

Future uses within building to be evaluated by City regarding ancillary uses (welcome center, chamber, merchants', concessions, related commercial activity, public meeting space, office space for Main Street).

Station location in this area would provide immediate economic benefit to downtown Melbourne, for which redevelopment is already underway via Downtown CRA.

General Comments:

The consensus of the station design session was to prioritize Alternative 3 (north of 192) as the preferred location. There was a split of opinion as to a second-place site, with some participants preferring Alternative 1 (the airport site) while others preferred Alternative 2 (south of 192).

Vero Beach Public Design Session (5/21/2010)

Vero Beach Community Center
Notes by Kim DeLaney, TCRPC

Session began at 1:00 PM with approximately 25 people in attendance (reps from City of Vero Beach, Indian River County BOCC, Indian River County MPO, City of Fellsmere, Indian River County Historical Society, Vero Beach Main Street, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the three potential locations initially identified in the City of Vero Beach. A station design workshop was then facilitated by DeLaney and Steven Fett (TCRPC). A summary of issues related to the three station sites is below:

Alternative 1: 19th Street (Old Diesel Plant)

If site were selected for station location, consensus of participants was to locate station building and parking west of FEC RR.

Site is somewhat small (just over one acre) and is owned by the City of Vero Beach. City is in a public/private partnership with a private owner who has renovated the building; however, the interior space is available on a build-to-suit basis. Per discussions with the owners, City representatives indicate the private partner is amenable to incorporating the station needs within the building.

Platform would be extending south from existing building, so building would be located at end of platform.

Site could be designed with plaza at northeast corner of 19th St and FEC tracks to enhance view of existing building.

Site offers opportunity for additional infill on site for future TOD pattern. City owns parking lot across street (between 19th and 20th Streets).

Site is among the largest of the three alternatives, which allows it to have the most potential for future expansion.

Station use could be integrated into existing building (which is roughly 7000 SF).

No parking exists on-site, so parking would need to be constructed for station to be accommodated on the site.

City reps indicate existing monitoring wells on-site will need to be evaluated, with an apparent plume.

Alternative 2: Community Center

Site cannot accommodate a platform of the minimum 850' in dimension.

Alternative 3: Historic Train Station

Site includes existing historic train station (1903) which was relocated to the site in 1984. Station was formerly south of the powerplant just north of 18th Street on the east side of the tracks. Site is owned by the City, with the building leased to the Indian River County Historical Society while the on-site parking is owned by the City and available to the historic society for the building's use (historic society museum). Building is on the historic register.

Location has a civic center quality, with an adjacent community center and public park. Site is fully integrated into core of historic downtown Vero Beach.

Existing wooded area between existing building and tracks.

Building in this location will allow strong visibility from US1.

Would need to construct ancillary structure, with architecture that could match the existing historic building.

Platform dimension would require closure of one-way 14th Avenue, which is a one-way street accessing downtown from US1.

Access for other transit vehicles will be tight on the site, but if 14th Street is closed, there is the potential for bus turn-out to be located utilizing that property.

New station building to be located north of existing building, with plaza/green to enclosure balance of wedge-shaped portion of property.

Informational kiosk & schedules could be distributed at the old station building.

General Comments:

All three alternatives will require two intersections to be improved to accommodate the rail siding.

Consensus of participants was to prioritize historic train station location (alternative 3) as the preferred location with the old diesel plant site (alternative 1) to be maintained as a fallback location. Alternative 2 was to be abandoned as it could not support the

minimum platform dimension along the railroad frontage of the site without closing one of the two primary east/west access roadways into the core downtown area.

Fort Pierce Station Design Session (5/7/2010)

Old City Hall, Fort Pierce

Notes by Kim DeLaney, TCRPC

Session began at 10:00 AM with approximately 40 people in attendance (reps from City of Fort Pierce, Fort Pierce CRA, St Lucie County, St Lucie County TPO, St Lucie County Council on Aging, Community Transit, St Lucie County Historical Society, Amtrak, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the two potential locations initially identified in the City of Fort Pierce. A station design workshop was then facilitated by DeLaney and Steven Fett (TCRPC). A summary of issues related to the two station sites is below:

Alternative 1: Orange Avenue, West of the FEC Corridor:

This site is bound by Orange Avenue to the north, FEC Corridor to the east, private property and Boston Avenue to the south, and US1 to the west. FEC is the apparent owner of the site, and the FEC right-of-way appears fairly broad (more than 100 feet) in this area, with multiple tracks and spurs in this general area (there are three tracks that run north of Orange Avenue in the FEC corridor). Site has good visibility from US1, which would be the primary road for vehicular ingress/egress. Developed edge along Orange Avenue appears to prevent any driveway opportunity from Orange Avenue, but there appears to be sufficient space to allow pedestrian access to Orange Avenue along western edge of FEC right-of-way.

Participants generally preferred a station location on this site, pending availability from FEC. Station building would likely be positioned on the northern portion of the site, either near Orange Avenue (to allow visibility from Orange Avenue) or central on a platform.

Site is within Fort Pierce CRA, with potential funding available from CRA, and is immediately adjacent to City Hall and new municipal parking structure (fronting Orange Avenue at the northwest corner of Orange Avenue and the FEC corridor). Other key public uses in the immediate vicinity include the new Federal Courthouse (under construction) across US1. Orange Avenue and US1 serves a “main & main” role for the City, and accordingly, the general area contains the key public uses for the general area.

Bus loop for the site could occur with Boston Avenue for ingress and egress, which is roughly 700’ south of the lighted intersection at Orange Avenue & US1.

The majority of the site is undeveloped, which creates potential for considerable economic development (e.g., hotel, office, retail uses). Participants encouraged urban development form on site, particularly to urbanize eastern edge of US1 in this area.

Alternative 2: Orange Avenue, east of the FEC Corridor

This alternative is significantly smaller than the first alternative, and participants noted potential reutilization of existing structures in the area for the station use (travel agency or frame shop, both of which are in historic structures). Use of this site for the station would require reconfiguration of Depot Drive, which is currently a one-way road (heading north), with angled on-street parking along FEC corridor. Depot Drive would need to be redirected to a southbound direction, to allow vehicular access into the station area. Parking in this area appears to be fairly well-used, further reinforced by the presence of the county courthouse in the adjacent block. The Sunrise Theatre is also located in the adjacent block and utilizes its rear parking area (which fronts Depot Drive) for staging performances.

Bus routing could potentially utilize Depot Drive, with ingress southbound from Orange Avenue, and exit onto 2nd Avenue (which runs north/south one block east of Depot Drive); however, participants noted the roadway network in this area is heavily used, especially east of the site during work hours.

This site is also within the City's CRA; however, participants felt as though this portion of the CRA was already successful, and therefore, the City and CRA would gain greater economic yield from a station location on Alternative 1, which was in greater need of redevelopment.

General Comments:

The general consensus was for Alternative 1 (west of the FEC corridor) to be identified as the locally preferred alternative, with Alternative 2 (east of the FEC corridor) to be maintained as a fallback location.

Participants indicated a belief that the historic Fort Pierce train station is owned by FIND and could potentially be relocated to this site. Participants also emphasized interest in expanded green features on-site, LEED certification for structures, contained stormwater, electric car recharge facilities, and other initiatives.

Stuart Public Design Session (5/26/2010)

Stuart City Hall (City Commission Chambers)

Notes by Kim DeLaney, TCRPC

Session began at 1:00 PM with approximately 35 people in attendance (reps from City of Stuart, Martin County, Martin County MPO, East Stuart Main Street, Town of Sewall's Point, Amtrak, Congressman Posey's office, business & property owners, residents).

Kim DeLaney initiated the workshop and self-introductions.

DeLaney then provided an overview of the project and described the three potential locations initially identified in the City of Stuart. A station design workshop was then facilitated by DeLaney and Steven Fett (TCRPC). A summary of issues related to the three station sites is below:

Alternative 1: Kiwanis Park

This location was identified as a fallback location, especially important if the siding to the east of the tracks conflicts with a platform location on the east side of the tracks. In this location, participants identified several locations which could potentially accommodate a station, including the Colorado Avenue frontage as well as a mid-point location between the FEC corridor and 5th Street.

The property is owned by the City of Stuart with existing parking available for the station use, which was identified as a strength. However, the presence of significant underground utilities at the northeastern corner of the site was identified as a significant challenge. Further, the location of Kiwanis Park on-site presented further potential complications due to potential park impacts triggering Federal requirements.

Transit circulation on this site was viewed positively, with fairly easy turning radii available to accommodate multi-modal circulation.

Alternative 2: East Coast Lumber

Participants felt this site should be maintained as a fallback site, and a station location in this general area was evaluated collectively with Alternative 3 (Stypmann Blvd). The site is currently for sale for a rumored \$1.2M. It was acknowledged that the long-term use as a lumber site could include environmental complications. A platform along either site to the east would ideally be shifted closer to Colorado Avenue, to promote increased pedestrian access to the core downtown.

This site includes a siding located to the east of the mainline track, which could present a challenge for platform location. Additional engineering analysis is required to better understand alternative means by which this siding could either be avoided or potentially

disassociated with the lumber site (and potentially used as the siding for the station, thereby representing a potential cost savings).

Alternative 3: Stypmann Blvd

Participants felt this was the best location for the future station, with a station located on the east side of the tracks, ideally utilizing a portion of the pending transit center. The city is currently finalizing plans to construct a 2-story, 4,000 SF transit center with ARRA funds. Of the space, the upper-story 2,000 SF would become the offices for the Martin County MPO, with the ground floor space available for station and other uses. Participants encouraged a green plaza to be located immediately east of the transit building, creating a foreground for the building. A platform for a station on this site could be shifted towards Colorado Avenue, to promote increased pedestrian access to the historic downtown.

Participants noted the ability for the surface parking lot to be infilled with urban buildings over time, which would could generate the need for structured parking long-term.

The property in this location is owned by Martin County, with interlocal agreements developed between the City and County to allow the land to be pledged towards the station use.

Within a quarter- to half-mile walk, patrons could access the core historic downtown, East Stuart, the County Courthouse office complex, and a variety of historic neighborhoods and districts.

Participants also noted the ability for a station in this location to easily accommodate future increases in service (corridor or Tri-Rail service), with several surface parking lots that could be structured if needed over time.

General Comments:

For a station to be located either east or west of the tracks, participants emphasized the need for appropriate landscaping and lighting to beautify the surrounding land uses and better embrace arriving riders.

FDOT District Four - FEC Amtrak Passenger Rail Study (04/29/10)

SUBJECT: FEC Amtrak Passenger Rail Study
Federal Aid Project Number: FR-HSR-09-003
SHPO conference call to develop approach for cultural resources study

MEETING DATE: Thursday; 04/29/10

MEETING TIME: 2:00 pm

PURPOSE: Develop project background and agreement on project methods and schedule

PARTICIPANTS: Laura Kammerer, Brian Yates, Jennifer Ross-State Historic Preservation Officer (SHPO)/Florida Division of Historical Resources

Ann Broadwell, Lynn Kelley, Gregor Senger, Scott Seeburger-Florida Department of Transportation, District 4 (FDOT)

George Ballo, Roy Jackson-Central Office, Florida Department of Transportation

Tawny Olore-CH2M Hill

Colin Henderson-TY Lin, International

Ken Hardin, Amy Streelman-Janus Research

Ramie Gougeon-Panamerican Consultants (PCI)

1. Project Background

Tawny Olore provided a summary of the project activities. At this time, heavy freight is on the Florida East Coast Railway (FEC) line, and the proposed project will restore passenger service on the FEC. Freight service will be continued on the line as well. The intent of the project is to place passenger trains on the line, and these trains will be traveling at 90 mph. At this time, the freight trains travel at 60 mph. There will be four additional passenger trains that are 7-10 cars in length. Freight trains often have 100 or more cars. Eight new stations will be added as well. FRA has expressed that this project does not seem to have significant impacts, particularly along the mainline.

SHPO wanted to know why we were discussing prior to ETDM review. Ken Hardin stated the schedule demands that we have a tentative agreement on the Area of Potential Effects (APE) so that fieldwork can occur. Brian Yates stated that the entire ETDM review is incomplete and the SHPO would like their comments accommodated. As the

SHPO comments come in, they will be reviewed and addressed as the team is moving forward with the cultural resources analysis.

FDOT would like to be prepared for the federal funding available, so a NEPA document is being prepared; this is not a programmatic so more specialized analysis will be necessary. The timeline for this project is very tight, as it falls under High Speed Rail funding. FRA has indicated that this project is a lead contender and should be further along in the process in order to be highly competitive. FRA has not provided a date for completion of the NEPA documents but the team believes it is in the July timeframe.

2. Previous meeting with SHPO

Amy Streelman provided a summary of the previous meeting for the SFECCTA project in December of 2009, which focused on key issues. This meeting resulted in the approach for dealing with the following properties:

- it was agreed that returning passenger rail back on the mainline would not constitute an adverse effect to the NRHP-eligible FEC Railway;
- the focus should be on new stations and effects to adjacent resources;
- SHPO encouraged possible reuse of historic stations; and
- SHPO was aware of the cluster of significant historic resources at the Northwood Connector area including: Hurricane Memorial/Mass Burial, Evergreen Cemetery, and Quonset Huts.

3. The approach to develop APE and Methodology

Preliminary bullet points on the APE were provided in the conference call agenda by Janus Research. These preliminary bullet points were meant to spur discussion, and were amended and refined during the conference call.

FEC Mainline

Discussion took place among all participants on the conference call regarding the APE for the FEC Mainline. The following highlights the main points of the discussion.

- Laura Kammerer asked if the improvements will be taking place within the existing rail line itself.
- Tawny Olore provided more specific information regarding the proposed improvements. The super-elevation curves will take place within existing ROW; super-elevation curves involve adding 6 inches of grade to the rail bed, so the trains can go faster.
- There will be 1000 ft. sidings added at station locations, and 1000 ft. platforms. These are shown in the ETDM screening for each station.
- Tawny Olore wanted to confirm that the NRHP eligibility of the FEC Railway would not affect the ability to continue current rail operations. Ken Hardin noted that the improvement of ties and tracks (normal maintenance activities) do not typically cause an adverse effect. Laura Kammerer noted that as long as these activities are not connected to this Amtrak project, FEC can still conduct normal maintenance, and these activities do not usually come through SHPO office for review.

- As part of Amtrak, there will be four more trains a day; these will be the passenger trains with less cars than the current freight trains.
- There was discussion regarding possible vibration impacts, and there will be further studies on the vibration.
- At the grade crossings, there will be additional noise from the train horns that are required.
- Ken Hardin stated that due to the nature of this project, we will be able to document in the report the minimal types of improvements.
- Following further input from various call participants regarding the specifics of the APE along the mainline, Brian Yates suggested that the APE for the mainline should be the existing ROW, and parcels adjacent to the mainline will not fall within the APE. However, previously recorded NRHP-listed properties adjacent to the mainline will need to be identified.
- Ann Broadwell requested that the cultural resources team develop a strong discussion of the APE including rationale based on the noise and vibration. Brian Yates agreed that APE should be justified based on science and previous studies.
- Ken Hardin noted that there are issues related to the access to the mainline. This affects the recordation of historic resources along the mainline and also historic and prehistoric archaeological sites. Even in some instances where it would be possible to gain access with flagmen, subsurface testing is not possible, and this type of information will not be in the CRAS report.

Grade Crossings

There was discussion that grade crossings would have a potentially greater effect than normal main line operations because of the requirement to blow the horn. Tawny Olore added that federal law requires trains to blow the horn 150 feet prior to grade crossing and then 150 feet after; there will be no quiet zones in project. Because there is more potential for noise impacts at grade crossings, the recommended APE at grade crossings will be based upon noise contours. It was suggested that close coordination take place with the noise study to develop the noise contours to guide Panamerican and their fieldwork.

(Subsequent to the conference call, there was further discussion between Tawny, Ken, Ramie, and Amy in which efforts at the grade crossings should focus on the identification of historic districts. This approach was developed so that the field efforts will not be delayed waiting for noise studies.)

Maintenance and Staging Areas

There will not be any new maintenance areas proposed as part of this project. Construction staging areas will need to be identified and surveyed.

Station Locations

-The APE will include all properties within the station locations and immediately adjacent parcels to the station locations.

- In the case of historic districts, it will be necessary to understand historic districts and boundaries, but it is unnecessary to record all resources within the entire historic district that may fall outside of the APE. Ken suggested an approach would include mapping the boundaries and photographing representative resources. This approach has been used as part of previous projects, and Laura agreed this would be appropriate.

-Typical stations will be small and medium stations. Small stations are platforms with kiosks, and medium will have a building.

-Eight station locations are being screened right now. Four historic stations are located in the immediate vicinity of these station locations, and two historic stations are in the preferred sites that locals have selected (Titusville and Vero). Brian Yates stated that the SHPO would encourage the use of the historic stations. This would need to be done without compromising the NRHP-eligibility of the resources.

Historic Bridges

-Laura Kammerer noted that the bridges are located on the mainline, but according to Tawny Olore there will not be any improvements to bridges. There will be faster but lighter trains going over these bridges.

-In St. Augustine there may be the need to build a new bridge in a location that does not have a bridge at this time.

- Jennifer Ross observed that the bridges should be recorded because they are directly in the mainline, to which the team acknowledged the FEC does not readily provide the information. Ken Hardin agreed that the bridges are located within the mainline, but there is a huge issue about remaining outside of the actual rail corridor and viewing these bridges, and the limited information provided by FEC regarding the historic bridges.

-The cultural resources team will work with FEC to obtain information on the bridges, but this may be limited to a list of bridges (not specifically historic bridges). From this list, Janus Research will attempt to photograph the bridges from outside the railroad corridor and document the bridges with as much information as possible.

Northwood Spur

-Ramie Gougeon provided an overview of this area and the resources located in this area. Preliminary background and field studies strongly suggests that the area immediately adjacent to NW corridor is not historically/culturally significant. The proposed route running north of and parallel to 25th Street appears to be outside the burial areas. Further, the construction of the railroad should be above ground for the most part, and therefore above any stray burials.

-Brian Yates inquired as to whether there would be monitoring during construction, which lead to a discussion of the unanticipated finds plan. The unanticipated finds plan will include the use of archaeological monitoring. A question was asked by FDOT COE asking if the UFP (???? Spell out acronym) was being used to replace testing, to which Ramie Gougeon responded that it was not.

-Roy Jackson emphasized that once the eligibility issue is resolved, only then should any effects be investigated.

- PCI will thoroughly document rationale behind assertions that proposed route is outside burial areas.
- More ground penetrating radar (GPR) is being conducted at the intersection of 25th Street and 25th Court this week.
- George Ballo states that there are substantial social issues to be worked through for this spur, and that the District is working with the public and interest groups.

Schedule

- A CRAS will be prepared, which will be submitted to SHPO by June 1st, so the SHPO can review. FMSF forms will be prepared for all resources within the APE.
- Ann Broadwell suggested another conference call and Ken and Ramie will walk through document to get SHPO oriented.
- Jennifer Ross and Brian Yates will be in the field on June 8th, which should assist with their review of the CRAS document.
- Laura Kammerer said FRA needs to act as the lead federal agency; she was not comfortable with SunRail, in which FRA did not exert their role as the lead agency.
- Ann Broadwell asked that Janus Research prepare a PowerPoint presentation, with highlights of findings for SHPO and FRA.

FDOT District Four - FEC Amtrak Passenger Rail Study Cultural Resources Meeting-Northwood Connection (06/24/2010)

SUBJECT: FEC Amtrak Passenger Rail Study
Federal Aid Project Number: FR-HSR-09-003
Cultural Resources Meeting in West Palm Beach, Northwood area to discuss the rail connection and cultural resources

MEETING DATE: Thursday; 06/24/2010

MEETING LOCATION/TIME: West Palm Beach City Hall, 3:00 pm

PURPOSE: Discuss the cultural resources in the vicinity of the Northwood Connection and the Section 106 process

PARTICIPANTS: Kim Delaney - Treasure Coast Regional Planning Council
Mike Latiff - Amtrak
Robert Hazard - Storm of '28 Coalition
Joe Quinty - SFRTA/Tri-Rail
Charles Wu - West Palm Beach Planning Dept
Alex Hansen - West Palm Beach Planning Dept
Jillian Papa - West Palm Beach Planning/Historic Preservation
Grace Joyce - West Palm Beach CRA
Ken Hardin - Janus Research

- Kim Delaney provided an overview of the project and talked about the overall Amtrak project application, which requires a more detailed environmental analysis.
- In West Palm Beach, a connection between the FEC and Tri-Rail was determined to be the most viable at the Northwood Connection.
- The Northwood Connection for the Amtrak project will involve four trains per day (2 northbound and 2 southbound. In the future, a station location may be constructed in the immediate area, but at this time the project does not include a station in the Northwood area.
- Land use charettes have been held and appropriate opportunities for redevelopment and station locations immediately north of the Hurricane Memorial have been discussed.
- Kim presented the cultural resources that are located in the vicinity of the Northwood Connection, which include the Hurricane Memorial; Pauper's Cemetery (Ground Penetrating Radar (GPR) has indicated that burials may be under 25th Street, but construction methods will try to avoid any disturbance of these burials); Evergreen Cemetery; Quonset Hut Row; Archaeological Sites to the west of the Hurricane Memorial.

- Ken Hardin further explained the cultural resources and the investigations that are occurring to the west of the Hurricane Memorial.
- Ken also presented the Section 106 process and explained how this differs from NEPA, in that there must be efforts to avoid and minimize harm to cultural resources.
- During the public comment portion of the meeting, Robert Hazard talked about the purpose of the Hurricane Memorial citizens' group and their efforts to enhance and memorialize the hurricane victims and shed light on the lives of the migrant workers that were important to the development of West Palm Beach.
- Mr. Hazard's long term goal is to use the area as a learning tool to educate visitors and residents about the migrant workers. Property around the memorial could be used as a community farm/urban garden with fruit trees, and a passive interpretative area telling the story of the storm. In addition, there could be interactive programs and volunteers to take visitors on a tour related to the history of the community and storm victims. The banners that highlight the memorial need to be replaced, and paths in the memorial park need expansion or repair. He would also like to see gates at the memorial.
- The bench that is on the north side of 25th Street should be moved into the memorial park and could face west.
- A bus shelter was also discussed, and an interpretive display regarding the storm could be placed in the shelter. Mr. Hazard also discussed the possibility of a small building adjacent to the memorial that could serve as a setting for interpretive plaques; he suggested that it could also function as a small museum.
- Ken noted that these are all interesting suggestions that are potential enhancements of the area, but this may not fall under Section 106 as there does not appear to be adverse effects to the resources. These suggestions could be implemented during design as context sensitive enhancements.
- Jillian from the City of West Palm Beach suggested a more honest interpretation of the burials under 25th Street, maybe with colored pavement in the roadway or an interpretive plaque.
- Grace Joyce from the CRA talked about the goal of the CRA to enhance and work with the area to redevelop it, and also work with Mr. Hazard's group.