

**APPROVED MINUTES  
NORTHWEST PROGRESSO – FLAGLER HEIGHTS  
REDEVELOPMENT ADVISORY BOARD  
FORT LAUDERDALE  
100 NORTH ANDREWS AVENUE  
8<sup>th</sup> FLOOR CONFERENCE ROOM  
OCTOBER 23, 2013 – 3:30 P.M.**

**Cumulative Attendance**

<b><u>Members Present</u></b>	<b><u>Attendance</u></b>	<b>May 2013 - April 2014</b>	
		<b><u>Present</u></b>	<b><u>Absent</u></b>
Steve Lucas, Chair	P	5	0
Ella Phillips, Vice Chair	P	4	1
Jessie Adderley	P	4	1
Sonya Burrows	P	5	0
Ron Centamore	A	4	1
Nate Ernest-Jones	P	4	1
Alan Gabriel	A	3	2
Mickey Hinton (arr. 3:44 p.m.)	P	2	3
Brice Lambrix	P	2	3
Mark Mattern	P	1	0
Sam Monroe	P	2	3
Julia Parker	A	2	3
Yvonne Sanandres	A	3	2
Scott Strawbridge	P	5	0
John Wilkes	A	3	2

Currently there are 15 appointed members to the Board, which means 8 would constitute a quorum.

It was noted that a quorum was present at the meeting.

**Staff**

Alfred Battle, Economic and Community Reinvestment Manager  
Sandra Doughlin, Clerk III, DSD/ECR  
Thomasina Turner-Diggs, Project Coordinator  
Lisa Edmondson, Recording Secretary, Prototype, Inc.

**Communications to City Commission**

None.

**I. Call to Order / Roll Call**

Chair Lucas called the meeting to order at 3:38 p.m. Roll was called and it was noted a quorum was present.

## **II. Approval of Minutes from September 25, 2013**

**Motion** made by Mr. Ernest-Jones, seconded by Mr. Lambrix, to approve. In a voice vote, the **motion** passed unanimously.

Chair Lucas introduced new Board member Mark Mattern. Mr. Mattern was appointed by City Commissioner Bruce Roberts and is a director of the Flagler Village Improvement Association.

## **Action Items**

### **III. Henry Square – Streetscape Funding Request**

### **IV. Midtown Business Association Funding Request**

Mr. Battle advised that Item III will be deferred until the November meeting at the Applicant's request. Item IV was also deferred so the Applicant can compile additional information before making their presentation.

## **Presentation**

### **V. All Aboard Florida**

Mr. Battle advised that this is an informational Item to update the Board on the progress of the All Aboard Florida project. This is one of many transportation-related projects underway in south Florida, and involves a number of nearby properties.

Ali Sole, Public Affairs Manager for All Aboard Florida, and Jose Gonzalez, Vice President of Corporate Development for FEC Industries, showed a PowerPoint presentation on the project. FEC Industries includes four operating subsidiaries, one of which is All Aboard Florida, a privately funded and operated passenger rail system that will connect south and central Florida. 195 miles of existing railroad right-of-way will be used for this project.

Ms. Sole explained that All Aboard Florida will provide regularly scheduled trips, with hourly service beginning in the morning and concluding in the evening. 32 trains will make 16 trips, using four stations located in Miami, Fort Lauderdale, West Palm Beach, and Orlando. Each train will stop at each of the four stations, resulting in a three-hour travel time.

Ms. Sole continued that the project will use the existing FEC railway, which will double-track the entire corridor so both freight and passenger service can operate at the same time. All Aboard Florida will also implement safety

improvements at grade crossings throughout the corridor, which will allow cities, including Fort Lauderdale, to focus on funding additional requirements, such as quiet zones. The project will also use the existing 528 right-of-way corridor, which is located between Cocoa Beach and Orlando.

Trains will be clean diesel locomotives, using seven passenger cars. Approximately 74% of trips are expected to be made by leisure travelers, with the remaining 26% comprised of business travelers. Rail cars will accommodate both business travelers and families.

The intent of All Aboard Florida is to provide an experience for travelers, helping them reach their end destinations once they leave the trains. Ms. Sole showed a map including the project's Grand Central Station, which will be a nine-acre parcel located in downtown Miami. Announcement of the project has sparked a great deal of new and re-energized development in this area. The Miami-Dade County Commission has approved an agreement for All Aboard Florida to develop a two-acre parcel in the historic Overtown area, which will consist of retail, commercial, and office development, including the project's headquarters.

Ms. Sole advised that two elevated systems, Metrorail and Metromover, operate within Miami. The All Aboard Florida line will include two Metrorail stops and one Metromover stop, providing intermodal connectivity between systems. The Downtown Fort Lauderdale station will be located north of Broward Boulevard, although the exact location has yet to be announced.

Mr. Gonzalez pointed out that one issue affecting the stations in Broward and Palm Beach Counties is the lack of available land. All Aboard Florida has purchased the parcels they will need in order to build these stations, as well as additional transit-oriented development. The Orlando station will be located at the future intermodal facility at the Orlando International Airport. It is hoped that SunRail will also include a location at this facility in the future, providing a true multimodal hub.

Ms. Sole stated that in January, All Aboard Florida received a finding of no significant impact by the Federal Railroad Administration for its environmental work between Miami and West Palm Beach. This means construction can begin immediately on this corridor once the design and engineering contracts are complete. The project is on schedule to break ground at the end of 2013. Ongoing activities include an environmental impact statement process for the segment connecting West Palm Beach and Orlando, which is expected to be complete in April 2014.

The project's financing structure will use neither grant funding nor operating subsidies, but will use a debt and equity structure. A third-party partner will be

engaged to operate the passenger rail system. Station and other infrastructure construction is expected to begin at the end of 2013, and operations are expected to begin by the end of 2015.

Mr. Gonzalez and Ms. Sole answered questions from the Board, clarifying that the project will be headquartered in Miami due to land holdings and executive location there; however, All Aboard Florida will have a significant presence in Fort Lauderdale, as up to 500,000 sq. ft. of development may occur within the City. There will be opportunities for multiple developers to invest in this area.

Mr. Gonzalez noted that the project's intent is not to create more parking, but to capitalize on existing parking inventory around Downtown Fort Lauderdale, providing rental cars and encouraging travelers to get out of their cars. Tickets will include an option for shuttle pickup to bring passengers to the stations and take them to their ultimate destinations once they leave the trains.

Mr. Gonzalez advised that All Aboard Florida plans to be successful on its first leg of service from Miami to Orlando, which is the reason only four stations are planned thus far. Once they have established success along this corridor, other connections may be considered. Ms. Sole added that there has also been discussion of Tri-Rail operation on the FEC line, and emphasized that All Aboard Florida sees commuter rail on this line as a positive development for the community, as it would serve connections that do not have an All Aboard Florida stop.

She continued that All Aboard Florida stations are intended to serve as neighborhood destinations, even for individuals who may not plan to access the trains. They will include businesses that can be used by passengers as well as nearby residents, and amenities similar to those found in an airport lounge. Loading and unloading of passengers will be a very quick process, and the security protocol for rail service is very different from what is necessary in an airport. Passengers will be able to track the progress of trains using their cell phones.

Mr. Gonzalez noted that the marine industry had also expressed a desire to know when trains are coming so they will be aware of when the bridge will be raised or lowered. A bridge tender will be appointed, and positive train control will be integrated along the FEC corridor so trains can be tracked in real time.

## **Information Items**

### **VI. Recap of 5-Year Spending Program – CRA Board Meeting**

Mr. Battle recalled that the 5-Year Spending Program for the CRA district was presented to the Board at the September meeting, and has since been presented to the CRA Board as well. The program was positively received, although the CRA Board communicated some concerns regarding spending numbers and details for the business development portion; however, they adopted all the spending projects identified in the document. They have requested that the allocation schedule be finalized, which will be discussed at the November meeting. This will include the allocation schedule for all the projects listed in the program by year, as well as the prioritization of spending related to certain projects dictated by grant funding.

The spending program for the Flagler Village and Sistrunk Boulevard areas, as well as the business development initiative, will have annual appropriations estimated at between \$1 million and \$1.5 million. He concluded that this figure will be presented in November along with a capital allocation spreadsheet and project allocation spreadsheet.

Mr. Battle added that the Northwest Regional Activity Center (RAC) zoning amendments are expected to be on the Board's agenda for December. These amendments include the continued moratorium on convenience and/or liquor stores, as well as design guidelines, within this portion of the CRA. A tour with a community group, which has been meeting with Staff over the last six to seven months, is planned in November. Board members will be invited to attend this tour as well.

Mr. Ernest-Jones asked if the Board must vote on the 5-Year Spending Program. Mr. Battle confirmed this, clarifying that the document will be used as a guideline rather than a budget. Some of its strategic processes will require a vote by the Board in order to be implemented; if a decision is made in future years to deviate from the Program, the document and/or individual projects will need to be amended.

Chair Lucas characterized this as a difference between projects and programs: while projects will be funded within the 5-Year Spending Program, some programs may change from year to year. Mr. Battle explained that projects may be amended as well if changes occur that affect their funding, such as successful grant applications. Funds could then be moved from one project to another.

## **VII. Communication to CRA Board**

None.

## **VIII. Old / New Business**

Chair Lucas stated that the November meeting is presently scheduled for the Wednesday before Thanksgiving Day; in addition, the December meeting would fall on Christmas Day. Mr. Battle pointed out that the Board has historically rescheduled its November meeting, while the December meeting is typically cancelled. It was determined that the November meeting would be held during the first week of December, and the date of the December meeting would be communicated to the Board members via email, depending upon the availability of a meeting room.

### **IX. Adjournment**

There being no further business to come before the Board at this time, the meeting was adjourned at 4:32 p.m.

[Minutes prepared by K. McGuire, Prototype, Inc.]