

**City of Coral Gables City Commission Meeting  
Agenda Item F-1  
February 11, 2014  
City Commission Chambers  
405 Biltmore Way, Coral Gables, FL**

**City Commission**

**Mayor Jim Cason**

**Vice Mayor William H. Kerdyk, Jr.**

**Commissioner Pat Keon**

**Commissioner Vince Lago**

**Commissioner Frank Quesada**

**City Staff**

**City Manager, Patrick Salerno**

**City Attorney, Craig E. Leen**

**City Clerk, Walter J. Foeman**

**Deputy City Clerk, Billy Urquia**

**Public Speaker(s)**

**Leona Cooper, Coral Gables Resident**

**Daisy Fuller, Coral Gables Resident**

**Roxcy Bolton and Daughter, Coral Gables Residents**

**Debra Kolsky, President of DEVCO**

**Judith Davis, Coral Gables Resident**

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F-1 [Start: 10:04:30 a.m.]

Discussion regarding extension of trolley service.

Commissioner Vince Lago

Mayor Cason: The next item, F-1 is a discussion of the extension of the trolley service, Commissioner Lago, this is your item.

Commissioner Lago: Yes sir. Mayor thank you. Craig, if you'll be so kind I'd like to read the resolution. Thank you sir.

Commissioner Keon: You want to speak?

Mayor Cason: After we read the resolution.

Commissioner Lago: What out asked was our City Attorney, Craig, to read the resolution into the record.

Mayor Cason: Go ahead and read the resolution.

Commissioner Keon: He is going to read it now.

City Attorney Leen: This is a resolution of the City Commission of the City of Coral Gables setting policy and directing staff to undertake action to extend trolley service to the MacFarlane-Homestead Historic District.

Commissioner Lago: Good morning. I'd like to with the pleasure of the City Commission, our Vice Mayor and our esteemed Mayor here, I'd like to thank staff and our members here for allowing me the privilege to present my resolution. This is the first resolution that I ever put forth as an elected official in the City of Coral Gables. I'd also like to thank the residents of the MacFarlane-Homestead District for being here today. I know you've been here many, many times. This is not your first "rodeo", as many people say, but I'm happy that you've been here and are willing to continue to fight for such a worthy cause. I'm going to make it very brief and I want to open up to the residents, if the Mayor will allow me, and open it up for discussion with the City Commission and the Vice Mayor. One of the first things when I was fortunate enough to get elected, the residents in this area opened their arms to me, opened their hearts to me, and truly took an interest in what my policies were and what I wanted to do as an elected official in this community; and we came to the consensus that it was important to extend trolley services. By the way, it's only two blocks from Merrick Park into this incredibly important historic district in our City. I could go on for probably hours and I'm not going to bore you because many of you, especially a lot of individuals who have served this community really know the history a lot better than I do, in reference to this area in our community. So, I'm asking that the City Commission today do just the following three things: number one, vote on this issue and make sure that we provide the residents and not only the residents, but also the fledgling commercial industry which is growing in that area. I don't know if anybody has had the ability, I have on several occasions to enjoy the new restaurant that just opened up on Grand. It's an incredible establishment, it's beautiful, it's a Class A facility in my opinion, and you have a lot of residents, not only from the City of Coral Gables, but from the City of Pinecrest, the City of Miami, City of South Miami that go on a daily basis to truly enjoy a vegan/health restaurant, which is located in the City of Coral Gables on Grand Avenue in an area which is populated with not only attorneys, with doctors, with general contractors like myself, engineers, and now this beautiful restaurant,

which is located in the City of Coral Gables on Grand Avenue. So that's the number one important thing. We need access, the residents need access to not only to that area, but they also need access to our beautiful downtown because they deserve that. They pay taxes just like everybody else does in this community. That's number one; number two, I want to make sure that we dedicate a timeframe in reference to when we are going to deliver this trolley stop; and number three, I want to make sure that we don't confuse ourselves. This has nothing to do with the trolley building that we are going to put in the City of Miami. This has to do with something that has been discussed for many, many years and it's about time that we do this. We are not horse-trading here. The trolley building has nothing to do with the trolley stop, and I want to make that 110 percent clear. This is what is correct in my opinion and what the residents, not only in the MacFarlane-Homestead District deserve, but the residents throughout this community deserve. So now I'd like to open it up to the Commission for discussion, if possible, if anybody has any statements.

Mayor Cason: Why don't we first see if anybody in the audience wants to say something and then we'll have our discussion? Anybody?

Commissioner Lago: Mrs. Cooper?

Mrs. Leona Cooper: Good morning.

Commissioner Lago: Good morning.

Mrs. Leona Cooper: First of all I'd like to, first of all I'm Leona Ferguson Cooper. I live at 200 Washington Drive, Coral Gables, I live across the street from where my husband was born in 1929 at 201 Washington Drive, so I would think that we are sustaining members of this community. I want to thank Commissioner Lago, I think – I'm very proud of you, you are such a young kid, you know, you really have some husfa to do this. This is the first time that anything has been on the agenda, whether it's a discussion item or otherwise about the trolley...

Commissioner Lago: Can I interrupt you for one second, I'm sorry. You hit something on the head that I forgot to mention. This should not have been a discussion item. I requested this – this is a resolution, we are not discussing things, this is a resolution, so this should not have been on the agenda where it is, but that's another matter for another day. This is a resolution that should have been placed like every other resolution is worded resolution authorizing; this is not a discussion item. If you look at the package right here it clearly says resolution.

Mayor Cason: But for the record it's not under discussion items, it's under City Commission.

Mrs. Cooper: It is a resolution.

Vice Mayor Kerdyk: It is a resolution.

Commissioner Keon: It is a resolution.

Mrs. Cooper: Oh, good, but anyway first time ever that it's been on the agenda like that. The other times that it's been presented to the Commission is because I was in some of my rages and I would come up here and speak to it intermittently when I was here about something else. I want to thank you very much for having the courage and the interest in our community to do this. Let me give you a little background about transportation from the City of Coral Gables to that area. Many years ago, I don't think you were even born when you did this, we used to have a bus system that belonged to the City of Coral Gables, and a bus used to come through our neighborhood to pick up domestic workers, and we used to affectionately call it the "slave wagon", quote/unquote. So it's not new to have transportation from the City of Coral Gables come into that neighborhood. So I don't know why it has been such a disjointment not to have the trolley come over there, because I don't know what the cost would be, I've been told that it's cost effective, but I don't know how much cost it could be because it would only be about a couple of blocks away from what you are doing already – two blocks.

Commissioner Lago: I walked it yesterday, two blocks.

Mrs. Cooper: Yes. So if we could do this, I would feel proud to be living in the City of Coral Gables that I brag about all the time, that we are obtaining transportation opportunities for the people from my community to get to the Metrorail, or to go to other places in Coral Gables. So when I get up and I'm speaking to other people in other communities about Coral Gables, they look at me kind of like with a jaded eye, are you sure that you live in the City of Coral Gables?- people ask me that all the time. So if we could do something about the trolley, that would be excellent, and I appreciate anybody's help up there who wants to help us do this, let's do it. I think it's possible. I don't know anything about funding and all that, you all know that, so work it out. Thank you very much. Thank you.

Mayor Cason: Thank you. Anyone else?

Ms. Daisy Fuller: Good morning.

Commissioner Keon: Good morning.

Ms. Daisy Fuller: Commissioners, Mayor, City Manager, I'm coming from another angle, it comes from my heart. I have lived in the City of Coral Gables....

Commissioner Keon: Could you tell us for the record, would you tell us your name?

Ms. Daisy Fuller: My name is Daisy Fuller; I live at 221 Grant Drive in Coral Gables. I've lived in that community now for 37 years. I've lived in the City of Coral Gables since I was 12. I was raised by a family there, I know some of the Commissioners, and I know the City from way back, from some of the first Commissioners and some of the first Mayors. That have included in our community the things that we need to be serviced with and anything, and to piggyback on Mrs. Cooper about the bus system, I'll tell you a story about the bus system. When the schools were integrated and we had no transportation to take our kids from Coral Gables Elementary to Coral Gables Elementary School, they sent a bus. We just came and asked the City of Coral Gables, but that's why I don't see what the problem is with the trolley. You've been coming here all these years, and every time I look at George Merrick and I see the statue outside, he included and from the article in the newspaper, he intended to include us and service us when he brought the people here to help build this beautiful City. To me, you ask yourself, he was a visionary, he saw it and he included all the people, and that's all I have to say. He was a person who included us in everything when our ancestors helped build the City Beautiful, what's wrong with that?

Commissioner Keon: Thank you.

Mayor Cason: Anyone else?

Mrs. Roxcy Bolton: [Inaudible – Interpretation provided by her daughter].

Ms. Bolton: Roxcy had a stroke three years ago and cannot speak clearly, but she did want to say that it was a civil rights matter and she wants the trolley service to be extended, and is a great supporter of that.

Mrs. Roxcy Bolton: [Inaudible].

Ms. Bolton: The former Mayor Slesnick had previously stated that the trolley would never be extended, but Roxcy wants the trolley route to be extended.

Mrs. Roxcy Bolton: [Inaudible].

Ms. Bolton: And she's repeating that it's a civil rights matter and she appreciates the Commission's time.

Mayor Cason: Thank you very much, appreciate it.

Commissioner Lago: Thank you very much.

Mayor Cason: Thank you Roxcy. Anyone else like to address it before we have a discussion?

Commissioner Keon: I want to ask Debra Kolsky a question, would you rather wait until...

Mayor Cason: No, go ahead.

Commissioner Keon: Debra could you come up for a minute. I wondered if you could just say who you are and....

Ms. Kolsky: Good morning, I'm Debra Kolsky with DEVCO. I'm President for DEVCO; I'm in the joint-venture with the LBW Homeowners Economic Development entity for the development of Grand Avenue and Dixie Highway, 280 South Dixie Highway.

Commissioner Keon: Can you tell us where you are with your project?

Ms. Kolsky: We submitted for DRC (Development Review Committee) review, which should be heard on February 28 and moving forward on finalizing our lease and starting the process.

Commissioner Keon: OK. So now you're going through review, then you go to permitting.

Ms. Kolsky: There have been numerous delays, one of them being that FPL has been an encroachment for eight years...

Mayor Cason: Did you catch them on the way out?

Ms. Kolsky: Well we filed a lawsuit finally because with staff's help, your help in contacting people with FPL and County Commissioner's help in contacting FPL, we couldn't seem to get them to move their encroachment, and when they finally moved they actually put the poles in the wrong easement again.

Commissioner Keon: So where are you now?

Ms. Kolsky: There is a hearing on the 19<sup>th</sup>, we are trying to get them to – they are trying to get out of their own way as well.

Commissioner Keon: OK. So do you think – so you are moving along with that issue and you feel that's going to be resolved?- you are good with that? OK. So now it's just a matter of you complete the review process and then you come to the City for permitting?

Ms. Kolsky: Right....plans from our prior approval...proposal so once we have our governmental approvals, we'll be going right into construction.

Commissioner Keon: OK. When do you anticipate, approximately, construction to begin?

Ms. Kolsky: I would like to have construction to begin at the end of the year. We are willing to take the risk and do our construction drawings once we get past the P&Z (Planning & Zoning) the first year on the Board of Architects on P&Z and we want to streamline the timeline of permit processing.

Commissioner Keon: And the type of tenant that you are.

Ms. Kolsky: Retail – restaurant.

Commissioner Keon: So it's a commercial....

Ms. Kolsky: Commercial....

Commissioner Keon:...facility...

Ms. Kolsky:...Commercial-retail and office building.

Commissioner Keon: OK. But there will be an office building and there will be retail there.

Ms. Kolsky: Correct. It's a restaurant.

Commissioner Quesada: What's the location of it?

Ms. Kolsky: 280 Dixie Highway.

Commissioner Keon: It's on the corner of Grand and South Dixie Highway, right across from Carver Elementary School, where that lot is now fenced off and has been in the process of being worked for a long time. I just thought that it was important that we know and we understand it, at this time as we are talking about this that the commercial entities are developing in that area,

and as Vince says, and I really have to congratulate you Vince. This is not a West Grove issue, this is a Coral Gables issue. This is a matter of connecting the communities and the neighborhoods in our City along a certain path and connecting the commercial facilities and the access of people within those neighborhoods along those commercial facilities and particularly to a transit hub. It is essential that we provide that sort of connectivity to the transit hub, which is the Douglas Road station. So I think that, that is very important for us in this City and also to support the commercial entities that are developing along our different neighborhoods, just as we took it all the way to Flagler to also assist with opening up that commercial sector to that route.

Ms. Kolsky: I started working with the community too on this project – to be a simple project, but it became complex, but we are happy to be here. One of their goals was always as it's an aging population to have transportation to get them across the street to the Publix or any other retailers. So, I think it's a plus for the community as well as for the City, but I also think it's a plus for our project, because it will also reduce traffic coming in because there are a lot – you have a very successful trolley program and people are getting used to using trolleys or different systems, so you know we are looking for the trolley. One of our goals has always been to have a stop right in front of our project along Grand Avenue, but the County – I don't think we can share County bus stops. I don't know how that works. We would be happy to try and make room for you to come in on Grand.

Commissioner Lago: Just so you are aware, I followed a trolley yesterday for some time just to see the trolley route and our trolleys go into the County drop off adjacent in the City of Miami, in industrial park where the...

Commissioner Quesada: You're talking about the Metrorail stop?

Commissioner Lago: Where the Metrorail stop is behind Water and Sewer...

Commissioner Keon: Water and Sewer, right.

Commissioner Lago: Our trolleys actually leave the City of Coral Gables and deliver our residents and our end users, which I think back...I think 30 percent of the trolley users are Coral Gables residents. So a large portion of our trolley users are not Coral Gables residents. So they are using that trolley out of the City of Coral Gables into the City of Miami....so that they could then, again under the sustainability aspect, get on the Metrorail and go wherever they are going. The trolley already leaves the City and....but I had the pleasure of speaking with the Commissioner and the City Manager the other day and I mentioned to them because they are currently in the trolley route and the City of Miami runs down Grand and however, reviewing the trolley route you have Allapatta, you have Brickell, you have another one that runs Coral Way



route, different areas. You imagine being able to connect in the City of Miami, something I'm going to bring up to them, if we can connect at whatever bus stop we have. Excuse me, trolley stop, I apologize, and then move forward someone can hop on, on a City of Miami trolley and ride it all the way to Brickell, that would be spectacular, that's the key. From my understanding, again Mr. Manager, we were discussing funding in regards to this project, this is a fully funded project from the County, this does not come from City of Coral Gables dollars, am I correct?- or am I wrong?

City Manager Salerno: No.

Commissioner Lago: No? What is it?

City Manager Salerno: All of the funds are City funds, they come from the...

Commissioner Quesada: People's Transportation Plan.

City Manager Salerno: Right – and they have to be used for transportation related projects, could be traffic improvements, etc., but right now those funds are all committed toward transportation.

Commissioner Lago: So it comes from the half penny tax.

Commissioner Quesada: Hold on a second. I think we get about \$1.3 million from the People's Transportation Plan and then we put an additional \$300,000, if I recall the budget correctly, is that right?

City Manager Salerno: No.

Mayor Cason: \$600,000 – something?

City Manager Salerno: Right now we live within – Commissioner you are correct, the \$1.3 million, that is the amount that we operate within today.

Commissioner Lago: Where does that \$1.3 million come from?

Commissioner Quesada: The half penny sales tax increase.

City Manager Salerno: As Commissioner Quesada, the half-penny sales tax.

Commissioner Quesada: 2002 – hold on a second. Is there any requirement in order to receive those funds from the County?- is there any requirement as to the service of the transportation?

City Manager Salerno: Yes, they have to be spent on transportation related projects, transit is included amongst those.

Commissioner Quesada: So anything transit generally, it doesn't have to necessarily connect to other ports of transportation or anything of that nature?

City Manager Salerno: It could be capital improvements related to even improving roads, and most communities spend much less than us on transit, but there is a minimum threshold?- I don't recall what that is, we far exceed that because we are putting all of our dollars into transit.

Commissioner Quesada: So it's not an issue for us?

City Manager Salerno: No, absolutely not. We are multiples over the minimum requirement.

Commissioner Quesada: OK, so that's good, so that means we have a lot of flexibility with it, that's what you are telling me?

City Manager Salerno: Yes.

Commissioner Quesada: OK.

Commissioner Keon: Could I just ask for clarification? That is what funds our trolley operation today, is what you are saying to us.

City Manager Salerno: Yes.

Commissioner Keon: And is there any other general revenue fund or anything else that funds it?- or are there other funds that go into that?- or it's solely the half penny sales tax?

Commissioner Lago: That's my point before the Manager said I was incorrect. I am correct, this is not paid with tax dollars from the City of Coral Gables, this is paid with the half penny tax that comes from the County, correct?- so that's what I said before, I want to make sure that I'm correct on that. No, because I said that before, and for some reason I was told that I was incorrect and that...

Vice Mayor Kerdyk: Let me just clarify. You are 100 percent right, it's the half penny sales tax that Dade County splits up proportionately based on the size of the population.

Commissioner Lago: Thank you Vice Mayor, I appreciate that.

Mayor Cason: Do you want to start this off? I'd like to go back to the last Commission meeting. We did have quite a long discussion on trolleys. This isn't the first time we've discussed trolleys since I've been here, and we had, I thought a very clear consensus, all of us, of the way forward. I think everybody agreed that we wanted to look at expanding the trolley, which is basically now from mass transit downtown and back to perhaps a residential, maybe a separate one or an extension of a possible residential trolley route, and we, Frank, you came up with at least four or five things that we directed the Manager to look at. So we can make it a very determined careful study of cost alternatives, routes, headways, and other, and residential areas to be covered, including the MacFarlane-Homestead area. You want to go back over, you want to mention, is there anything else?

Commissioner Quesada: What I wanted to ask is, if the Manager has had any time to gather any of that information...?

Mayor Cason: Remind me, what we said was nobody had a problem with this conception, but we wanted to take a look at because there are alternative uses for that half penny tax. There is also general money that we might put in. We also have the trolley study which we got a grant for and it includes a circulator downtown that we haven't even discussed, that would bring people to businesses and so on, so there are a lot of elements that I would like to know more about. I'm not opposed to extending it to the area we are discussing today, but there may be other areas as well.

City Manager Salerno: Mayor, if I could add. Following the last Commission meeting, I think there was a motion made and it was voted on, I'm not sure; it may have been by consensus, I don't know, Commissioner Quesada asked staff to obtain five, at least five pieces that he considered very important information. The Commission endorsed that action, meaning directed staff to go about the process. There was discussion how long that would take, I couldn't answer it at the time. We immediately made contact with Gannett Fleming, because they are the most knowledgeable of our transit system as far as from the planning perspective right now, and they are the firm that just completed the transit study, the citywide transit study right now. I contacted them within a week of the Commission meeting and we had a discussion about the five items that the Commission had asked us to gather that information on, what it would take to do it?- timeframe?- cost?- this is a result of that conversation, I'll just pass it out here.

Mayor Cason: Are you going to summarize this for...?

City Manager Salerno: Yes. This is a scope of services that has been negotiated with Gannett Fleming, which I believe is the appropriate level of information that the Commission should know associated with extension of services. One of the items asked for was to consider alternatives. There are multiple ways of providing the service to this area. It could be an extension of the route, it could be its own separate route that connects, it could be what I'm told a combination of those two, those have to be studied. So defining the service plan as to what the headways going to be on the service?- what are the vehicle requirements going to be?- and those are functions and variables depending upon the alternatives that are selected. Determining the operating and maintenance in capital costs; the estimated market – what area will be served?- what is the – using solid transit planning and principles and their data base. What is the market, potential market of riders? The next item is estimate the ridership. Actually determine what they predict will be the ridership from the route. Obviously, that includes providing the cost, so the Commission would have the knowledge of cost to benefit; what's the cost going to be per rider involved in the service. So this is the information that we were asked to gather. Our approach would be to hire Gannett Fleming; they've indicated to us it would take them up to 60 days to prepare that report, to get us that information. So we are getting prepared to initiate that scope of work, so that you'd get a report that would tell you all the things that were asked for at the last meeting.

Vice Mayor Kerdyk: You know I think we are all fully supportive of trying to move this forward, but we need to get this information here, and what's interesting about what you said, because I have seen the study, I have seen the study that was done several years ago, and Mayor Slesnick at that point said there probably will not be service there because the study didn't show it, but they also showed it as an extension of the existing route, and what is concerning is that what it showed was the headways on the initial route would be severely impacted by extending this over across U.S.-1, however as the City Manager points out and I had not read this, but the fact is, if you can put a separate loop and tie it in somehow, maybe that changes the dynamics, but I do remember quite candidly that it was very expensive and furthermore, it significantly impacted the headways of the existing route.

Commissioner Keon: That is if you just extended it.

Vice Mayor Kerdyk: If you extended it. So if you come up with another game plan, which is possible, if there is a will there is a way, if there is a will there is always a way.

Commissioner Quesada: The study we got a month ago, they suggested a second loop, it could be worked in that way.

Mayor Cason: And also they talked about the possibility from the University of Miami, which potentially could be part of a loop coming into the station, plus the whole downtown loop counter clockwise and clockwise that would service people that are in their offices to go to restaurants and so on, so there are a lot of elements which we haven't discussed, we haven't discussed anything that was in that trolley study.

Commissioner Keon: I would like to ask my fellow Commissioners in looking at this the Grand Avenue Trolley Study, that I would remove task 6 and 7 from the study. We know what the market is and what the estimated ridership is, is here nor there. This is like the Post Office delivering rural mail, I don't frankly care, this is a public good, a public good for a community that has not been served and needs to be served, so that doesn't make any difference to me. I would ask that you eliminate it because it's not an issue and I agree fully with Commissioner Kerdyk, Commissioner Quesada that maybe just extending the current trolley across the highway and down Grand may not be the best solution, but we know that there is going to be a solution, we will find a solution and if it is a second loop, then maybe it is a second loop. So I would ask Commissioner Lago if he would be willing to discuss because what we are trying to do, the end product here is that there is service into the MacFarlane-Homestead District and into the Golden Gate neighborhood, that is – this isn't the Grand Avenue Trolley Study. What this is, is how do we provide service into that area?- this is a public good, so the other things to me are not an issue and I'd ask that you would also understand and appreciate that this is a public service and a public good, it's not so much about efficiency, it is about effectiveness, that's what it's about...

Mayor Cason: But let me say this...

Commissioner Keon:...how we do that is certainly an issue and if the best issue is that we just extend it, if after the study and we'd ask you to redirect your study that if your study is that it is most effective and most cost effective to just extend the line across, from Ponce going into it there or if it is a second loop that also accomplishes some other objectives that we have with our trolley, I think that, that's fine and if they will come back to us in a time certain that would be up to Commissioner Lago...

Commissioner Lago: If I could interject for one second...

Commissioner Keon: Sure.

Commissioner Lago:...because I kind of notice that when we were having a discussion before for my fellow Commissioners and the Mayor that maybe you didn't sense in my tone flexibility.

Commissioner Keon: Absolutely.

Commissioner Lago: If you read the resolution – listen, I respect Gannett Fleming, an incredible company for putting this forth, but the time to buy time has come to an end, it has. We have been discussing this for years, OK?- this is not whether how, it's just when, we are going to get this done, and if you look at my resolution at Section 2, it says – just give one second, if you look at Section 2, the City Commission directs – Section 2 says, the City Commission directs staff to review the matter, conduct any necessary studies and then undertake action to extend trolley. The purpose of my resolution is to take a vote on behalf of the Commission to direct staff and tell them, we are going to put a trolley stop there, now let's figure out a way to do it, and that's why, like Commissioner Keon said, I want a time certain. I want a timeframe which is, by the way, was when I commenced my statement in regards to the resolution that was point number 2, that we are going to put a timeframe to this. This is not going to float for months and months if not years, we are going to get this done somewhere or other. If we have to do a study and the Manager deems that it's in the best interest of the City to do a study in reference to doing a most effective trolley stop, I'm 100 percent behind it. I've always been behind studies. My eight months here we've done a whole host of studies, so let's get a study done, but let's vote on today for the first time ever, whether we should have a trolley stop in the MacFarlane-Homestead District and then we move forward in getting this done, but with a timeframe, time certain.

Mayor Cason: Mr. Manager you mentioned that in two months they could have the elements that we asked for in the last meeting, is that correct?

City Manager Salerno: The scope of service what we intended was – we followed the direction of the Commission. Commission said that they wanted information before they made a decision on providing doing anything. This is what we did; I think we followed exactly what the Commission wanted, if somebody wants to take out elements that's the Commission's choice. I would think its valuable information to know what the market would be, so you have an idea you going into it, because if it turns out you go spend over \$100,000, \$150,000, I don't know the number yet, I'm not comfortable with giving you a number that I would support and back, but whatever it is you might want to know that beforehand because it has implications if it is determined that we need to purchase another vehicle to do so.

Commissioner Lago: Can I interject here with reference to purchasing another vehicle. How many trolleys do we currently have on right now?- how many trolleys are operational on a daily basis?

City Manager Salerno: We have 11 trolleys.

Commissioner Lago: How many are operational on a daily basis?

City Manager Salerno: I believe 7.

Commissioner Lago: OK. So you have an excess of 4 trolleys, so you wouldn't need to buy another...

Mayor Cason: I don't think that's correct because one of the things we haven't discussed is in the trolley study, it talks about the loop, it talks about University of Miami, it talks about things that we could also....

City Manager Salerno: Some of those trolleys are older and...

Commissioner Lago: Are they functional?

City Manager Salerno: Most of the time yes, but all I'm trying to say is, I can't tell you because we don't know what the route will be or would be, we don't know what it is.

Commissioner Lago: Mr. Manager, I'm not asking you to tell me. Let's stop for a second, let's stop for one second, OK? I'm not asking you to tell me anything, OK? I'm not asking you to give me a number, I'm not asking you to provide me how much it's going to cost, I'm telling you like I spoke to you when we got this on the agenda, let's vote on the issue, let's discuss it, who's in favor, who's against, and then we will as you read in the resolution, again, flexibility is the key here, on Section No. 2, let's direct staff in the next few months to undertake the necessary studies as you provided here, but I want an answer as to whether we as a Commission approve or deny a trolley stop in the MacFarlane-Homestead District, that's all I want. I'm not asking you for numbers, I'm not asking you for studies right now. I'm not going to hold you accountable at the present moment in reference to a number.

City Manager Salerno: I understand Commissioner. I'm only talking to you about what was asked at the last meeting and we did exactly what was asked for and that's what this – that's all I'm saying.

Vice Mayor Kerdyk: I think that it's understandable, I'm listening to the Commissioner what he's saying, I have as I mentioned, have seen some studies here that we all understand what is financially going to impact the City as far as this goes. I would personally, I thought we had discussed this and vetted this at the last Commission meeting and we were going to deal with the issue when it came up. I thought that everybody expressed support for extending the trolley over there and we were just awaiting these five points that I think Commissioner Quesada had mentioned in his discussion issues. So I respect the Commissioner for putting this on the agenda.



I was surprised to see it on the agenda because I thought we would have it on the agenda within a month or two months, whenever we got our necessary study back. I just think that the approach of extending it over there is a good one, not extension, but running another loop maybe a good one, but I'd like to see the data basically.

Mayor Cason: And my only point and I made it the last discussion as well is, I have no problems if looking at how we can do this at MacFarlane, but I think there are also other residential areas that have not been served by trolley's that we might consider as well when we do this study. That's why I think ridership doesn't refer just to MacFarlane, but I think ridership in general if we were to extend the trolley from the way it runs right now to include residential areas because I can foresee the Youth Center, the Senior Center, I can see Venetian Pool, we used to have the Biltmore, we tried it, it didn't work, but if we can do it for MacFarlane we might be able to do it for some other residential areas as well. So that's why I would just say that this study should be to extend it to the MacFarlane area and possibly other residential areas, so we can look at it, otherwise we can be discussing this three or four times in different pieces.

Commissioner Lago: And I agree with you, I agree with you 100 percent. You are 100 percent right in reference to what you said right now. The Senior Center, we need to have a way for our seniors at some point to be able to arrive if they don't drive obviously, to the Senior Center.

Mayor Cason: Right – and there are people up on Calle Ocho as well that have shops along Eighth Street. So we are not against this, I just think that the study should be a little bit broader and that's why I think ridership is important, because we may say, we don't want to do it to the Youth Center, there is not enough ridership. So then we can discuss all in one piece.

Commissioner Keon: I understand where you are coming from, I do understand your point, but I also really support what Commissioner Lago is saying, because what he is talking about is connecting people along transit corridors. He's not talking about going into neighborhoods; he's not talking about going into other facilities or whatever. What he's talking about is connecting the community along a transit corridor that's Grand Avenue, so it's not circulating to the community and even in picking people up to go to or providing that service to a senior center or whatever else, that requires individuals to get to a transportation corridor and then you transport them from there. We are not talking about going in through and along the different streets in the district. We are talking about a stop on Grand Avenue only, only on Grand Avenue. So we are talking about having this access available on a transit corridor to a transit corridor to a transit facility along an additional transit corridor that already exist, and I do agree that in doing the study if we know we are going to include that area there could be – UM could certainly be an additional Loop because it is also along a transit corridor. It's along Ponce, and so it's going to go from Ponce to the Metrorail station or into downtown. So we are now maintaining ourselves



on significant transit corridors in our City, so I would support Commissioner Lago's resolution because it's not directing you to do it...

Mayor Cason: But it is, it is.

Commissioner Keon:...directing you to provide service to that community after study. He's not telling you how to do it, he's not telling you when you have to do it, he's not saying do it tomorrow, he's not saying to you extend the current trolley, he is saying to you it is the policy of this Commission to extend transportation alternatives into an underserved community along a transit corridor, so I think that is a very good policy for us as a City to support. He's also left it open as to asking you, staff, to come back and present and provide us with how do we best do that, and then that is the choice we will make. We will make that choice at that time, that's my understanding, is that what you are asking us to do?

Commissioner Lago: You are 100 percent correct Commissioner.

Commissioner Keon: OK. So that's my understanding that he is as a policy set by this Commission, we were going to provide service into that community along a transit corridor, and how we will best do it, will come back to us. Pat, you want to look at market and ridership and whatever, this is not...

Commissioner Lago: It's not going to be the end all.

Commissioner Keon:....this is not going to fall down along a cost benefit analysis because we are providing a public good to an underserved community, it is likely may cost us more. There are other areas and other places where it will cost us less, but this is the provision of a public good, so I am very supportive of Commissioner Lago's resolution under those conditions.

Mayor Cason: Mr. Manager, you have an element that you want to add before we go.

City Manager Salerno: I just wanted to say, this is only a response to direction from the Commission two weeks ago, that's all it is. It doesn't look at the senior center, it doesn't look at other alternatives, it was only done based upon the direction of the Commission at that time, and at that time we were asked to provide information to the Commission so that they then would make have an informed basis for making that decision. I see the resolution as changing the order and it's saying we will provide service and we'll out what the cost implication services, etc. are after the decision to make it. That's the Commission's choice; we just follow what the Commission asked here. So I didn't do anything outside of what was requested by the

Commission. I think it's done well and it gives you all the information you would want to know before, that's all.

Commissioner Keon: But in your study you are also going to look at if an additional Loop, what additional Loop could be done that would include that area, is that right?

City Manager Salerno: I'm sorry Commissioner.

Commissioner Keon: You have also – you've included in here, in your identified alternatives that you would look at whether it would be an independent Loop and who else could be served along that Loop and whatever else, is that right?

City Manager Salerno: Whether it is a Loop or an extension of the route, still talks about the same basic route, it does not talk about being broader or smaller.

Commissioner Quesada: It specifically says Grand Avenue and Douglas Road.

City Manager Salerno: Yes. So it is the methodology, so in order to know what the cost may vary and the service may vary depending upon what is the most cost effective way of providing the service, and what is the cost that's what it does.

Commissioner Keon: I think the policy is and the direction is, is that we are going to provide service along the transit corridor into that neighborhood.

Commissioner Lago: Yes.

Commissioner Keon: Now if the best way to do that is to include it in a Loop that includes other stops...

City Manager Salerno: I don't know the answer. I don't know that answer.

Commissioner Keon:....I would like that to be maybe part of your alternatives is that you can come back and say, if it is only this community this is the cost, if we extend that Loop or broaden that Loop to be additional places along a corridor, whether it's along Ponce, going to the University of Miami, that's fine too.

Commissioner Lago: You just said it right there. Or that Loop could include an area which is not serviced currently, which could be the University of Miami, you could bundle the Loops together, which is perfect.

Commissioner Keon: You could bundle that loop; you could create a loop, but the end product is that loop serves this community, so I think that's my understanding of the direction.

Vice Mayor Kerdyk: I just want to ask a question Commissioner Lago and Commissioner Keon. Would you be for this if it impacts negatively the current system? For instance, if the headways right now are 8 to 10 minutes and we are transporting 1.25 million people and they are staying out – they are not taking their cars through the community, they are taking Metrorail, which was our whole game plan, that was all the game plan, to take them off the street that combined with the traffic calming, so if extending this over to this area here impacts negatively those things would you still support it?

Commissioner Keon: Depending on how much.

Vice Mayor Kerdyk: OK. So don't we need that discussion?

Commissioner Lago: That's why I mentioned Vice Mayor, that's why I mentioned we have like the Manager mentioned, we have 6 trolleys currently working, and we have a total of 12, 11 excuse me, 4, so we have 4 trolleys sitting right now in our trolley station not doing anything. So let me ask you a question, to answer your question, am I in favor of this resolution if it negatively impacts, I think Commissioner Keon's answer is the best answer, of course. I'm in favor of this, but why not use the trolleys that we have there?– right now they are not in service. I asked the Manager a very clear question and that was, when you put the key in do they turn on?– he said yes, they turn on. So we have 4 trolleys sitting in the trolley station right now and we have a need in the community let's service our community.

Mayor Cason: Well let me just as a “devil's advocate” say that there are two things we haven't discussed in terms of need for trolleys; one is the loop the University of Miami, which was one of the things we haven't discussed; and the other one is the downtown circulator, I don't know how many they take up....

Commissioner Quesada: Let me jump in here. This has been the most difficult issue to speak on; everyone's is cutting each other off. So give me a few minutes let me say my piece here. First of all, I just want to say that I welcome this discussion because when I first got elected we were talking about making difficult cuts in finance, so well we are talking about all good things here. I just want everyone to remember that, that we've done a good job everyone, staff included righting the ship, so I just want to keep that on the back of everyone's mind that this is a great project no matter how it ends up. Number two, the Grand Avenue Trolley Study, I think this is in line with what we asked last time. I just asked the Manager, if you have it at the moment you get

it, you know you are going to give it to us just give it to us, so we don't get it at the moment. I would have liked to have reviewed this even this morning when we sit down during the Pledge of Allegiance sometimes we have some documents. You can flip through real quick and have a better idea, so I just ask that. I don't like waiting for the actual moment while we are having a discussion.

City Manager Salerno: I could have sent it out last night, it was sometime late afternoon that we revised, we were negotiating right up until last afternoon.

Commissioner Quesada: In the future, if you have it and you know you are going to give it us, just send it out, because it's tough here on the spot.

City Manager Salerno: Be glad to.

Commissioner Quesada: I'm going to ask the City Clerk – I know that there were studies done on the trolleys going back to 2001 and 2002, maybe even earlier than that, and Billy would know more about that.

Vice Mayor Kerdyk: I think that was about 2003.

Commissioner Quesada: So City Clerk if you could pull all the previous studies that we've done, again, they might not be as relevant because they are 10-12 years old, but let's see what analysis they had back then, maybe they had something that was relevant to this discussion that could help us move this forward a little bit easier.

Vice Mayor Kerdyk: Actually, I think these studies were after the 2000-2003, I think it was like 2006 or so. The trolleys came in, you're right, but we actually studied this when we were studying the extension elsewhere.

Commissioner Quesada: You don't think we would have done a study just prior to...

Vice Mayor Kerdyk: Oh yes, we did; we have several studies...

Commissioner Quesada: So 1999-2000?

Vice Mayor Kerdyk: 2000.

Commissioner Quesada: So City Clerk 2000 to roughly – to present, any trolley studies you can find and any Commission discussion on it, maybe that can help us move this forward a little

quicker. Item 6 and 7 in the trolley study that Commissioner Keon pointed out; I would still like to get the information back, whether we decide to use that information that determination is up to us, but let's have the information. I think it's good just to have it. As far as putting a trolley station, a trolley stop there, I'm in favor of it; I am in favor of it. What I'm hearing I think we are all in favor of it. Obviously the biggest trepidation, the biggest hesitation that comes to mind again, is what Commissioner Lago just said and Commissioner Keon, I guess everyone has said it one way or another, is what if the results come back negative for whatever reason. If it shows that it's going to add 3 or 4 minutes extending it and that's going to kill the rest of the line, obviously we have to do something. There are a million hypothetical situations, examples that we can come up with. I'm in favor of the resolution as long as we have a consensus that we can pull back if there is something so detrimental that comes back saying that we can't do it. Are you willing to....?

Commissioner Lago: What could it be?

Commissioner Quesada: Look, I think it's highly unlikely, again highly unlikely....

Commissioner Lago: That's a problem, that's my concern. With all due respect Commissioner, my concern is that you leave that door cracked open and there is always an excuse why not to do this. There has been an excuse for 10 years not to do this, so what I'm saying is, we have 4, I said 5 before, but we have 4 trolleys that are sitting right now in our trolley station that are not being used. So let's say that there is a 3 minute increase in time, 4 minute increase, 5 minute increase, OK?- then, put two trolleys to work, they work, put them to work, put them on the line, make the loop, tighten the loop up. We can look for excuses, these individuals here are going to do a great job putting this report together, but there's always going to be a reason why not to do this. There comes a point when we need to make a policy decision and we need to take a stand on certain issues no matter how tough they are, we need to take a stand. You need to base decisions based on what is right for this community as a whole, so that's what I'm saying. Let's not leave cracks in the door open because then things don't get done, they take years.

Vice Mayor Kerdyk: But you know, I have to say, I have to say as we are all sitting up here and we are all in favor with extending the trolley to this location, but we are also custodians of the financial interests of our residents of the City of Coral Gables, so it's a prudent decision, always a prudent decision is understanding the whole picture and making a decision as far as that's concerned. I have no problem if we want to support that, but as Frank said we need to analyze it when it comes back here and if there is an issue don't you think it would be prudent to at least address that to make sure that it's something that we want to live with, with the intention that's what we want, and that's the direction we want to move.

Mayor Cason: I don't think anybody is looking for an excuse not to do this.

Vice Mayor Kerdyk: I don't want to be excused...

Mayor Cason: I like Frank's point of view. I think that we should – I would go ahead and approve this resolution as long as we have when the data comes back that we have a chance at another bite at the apple, another chance to look at it and maybe there will be two stops in the area, who knows?- but I also want to look at the possibility of other areas because there is an equity issue as well. There are other people that may say, hey we want it, and I don't want to preclude that; and we do have to vote on the two elements in the trolley study, which we haven't even talked about, the downtown loop and the Miami, if that's going to cost money that will have implications for more trolleys a lot of other things as well.

Commissioner Quesada: I want to be clear. I really want a stop in the area, I do, I do. I am 99 percent on board and that last one percent is the uncertainty of something we don't know about. Again, is it likely?- I think it's highly unlikely, because I'm sitting here looking at the map and I'm here looking at Google Earth and I'm looking at the outline of the City as well as this specific area, and if you travel down Ponce because the trolley right now goes down Ponce and it turns on to Ruiz, which is right around that fountain, that circular fountain in front of Merrick Park. If you go down south and you come down Jefferson Street and make a left on Grand, you can have a stop right there on Grand. There is a bus stop there now, we can be right at that same location, make a left on South Douglas, cross over to U.S.-1, make a left and you are back at the Metrorail stop, so it's a nice little circle. Again, we are not traffic consultants, this is the untrained eye looking at this ballpark, it seems to make sense very easily, so I think it's highly unlikely.

Commissioner Keon: To me the issue is the timing and what it does to the headways to add that additional little loop into the trolley.

Commissioner Quesada: Because the experience that we had on Biltmore Way, which we discussed last time which Commissioner Kerdyk brought up, it was detrimental because the 20 minute loops, no one rides it.

Commissioner Keon: That's fine. So that's what we are asking, is that you take that into consideration, it could be that you add an additional trolley into the system, so that if there is an additional spread you take one of the trolleys that is not currently working...

Mayor Cason: That would be useful information in terms of the other discussions we are going to have about other loops.

Commissioner Keon: And I think the frustration as Mrs. Cooper stated is that this has gone through two Mayors and could be into a third Mayor by the time, who was the third one the prior one before Commissioner Slesnick, I mean Mayor Slesnick?

Vice Mayor Kerdyk: I think it was Raul.

Commissioner Keon: We know it has gone through three Mayors this has been a discussion and I really applaud Commissioner Lago for saying, this has been studied to death because we all know that a lot of times when you want to bury something you study it, and he would like it unearthed and he would like it no longer studied.

Commissioner Lago: So happy you just said that.

Commissioner Keon: So you know, we want to move forward, we need to figure out how to do this best. I think that that's what this resolution says.

Commissioner Lago: Commissioner Keon you mentioned something, I just quickly, time certain. The Manager said 60 days for this study to be done. By the way, he already said that he negotiated fees already, so we shouldn't have to hear in two weeks that we are negotiating fees. So 60 days from the fees that have already been negotiated since we got this document today, so 60 days from tomorrow, I'll give him 90 days.

Commissioner Keon: So sometime in May you will expect this to come back.

Commissioner Lago: Ninety (90) days, 90 days, 30 days just in case snail mail or whatever happens; 90 days this will come again to the Commission. We would have already voted on this, we will dissect and digest this information and see how we proceed in regards to this, but we are hopefully going to vote on this resolution today.

Mayor Cason: You want to make a motion, go ahead.

Commissioner Quesada: Approving it.

Commissioner Keon: I'll second it.

Commissioner Quesada: Exactly the way it's written.

Commissioner Lago: 90 days?

Commissioner Keon: Can I ask the City Attorney? If this discussion about the concerns and the decision to make a final decision based on information if reflected in the record, is that correct?

City Attorney Leen: It's reflected in the record. As a parliamentary matter, if you pass this resolution today, and when you get the information back that does not prevent you from amending the resolution in the future or rescinding the resolution.

Commissioner Quesada: Just to be clear. I'm going to try to summarize it so that – I'm going to try to amend this motion so it's a 5-0 in favor of it. I am going to make a motion approving this and the only amendment to the motion, to the resolution is that we will proceed with the stop unless the City Commission up here approves by a major vote that it doesn't severely detriment the rest of the line...

Vice Mayor Kerdyk: Impact it financially.

Commissioner Quesada:...or financially as determined by the City Commission.

Commissioner Keon: But that's already within the purview of the resolution.

Commissioner Quesada: That is already within the purview, I just want to be very clear.

Commissioner Lago: But that also that we explore every opportunity of the 4 trolleys sitting in the trolley station currently that are not being used, an opportunity to be added to the line, please.

Mayor Cason: And we are giving...?

Commissioner Lago: Ninety (90) days.

Mayor Cason: Ninety (90) days.

Commissioner Quesada: Ninety (90) days.

Commissioner Lago: Ninety (90) days from today.

Commissioner Keon: I think that it is important that we – I would rather give a date because you know we have our last meeting for the summer is the second Tuesday in June, which is kind of a wrap up and whatever, so I would like to see it come back in May. It should be 90 days, but I would like to set it for a meeting certain, does that work for you.



Mayor Cason: Do you think that's possible?

City Manager Salerno: Yes. I'll do my best.

Commissioner Keon: For the first meeting in May?

City Manager Salerno: May is what you said Commissioner. I'll do my best.

Commissioner Keon: So, I'm saying in addition to that the first meeting in May so we have an opportunity to deal with it at the second meeting so it doesn't end up back in September and get lost in the budget, end up in October. So when Commissioner Lago, when would you like to see it back?

Commissioner Lago: The first week in May.

Mayor Cason: First week in May.

Commissioner Lago: I'm going to follow your footsteps Commissioner.

Mayor Cason: OK, we have a motion?

Commissioner Keon: I'll second it.

Mayor Cason: Commissioner Quesada makes the motion, Commissioner Keon seconds it.

City Clerk.

Vice Mayor Kerdyk: Yes

Commissioner Lago: Yes

Commissioner Quesada: Yes

Commissioner Keon: Yes

Mayor Cason: Yes

(Vote: 5-0)

Commissioner Quesada: Can we also direct the Manager in any way, since we have selected already, to be back in 60 days so we give staff 30 days to review it?

City Manager Salerno: The goal is to get it before you in 90 days. I don't need direction as to what to do in between the 90 days.

Commissioner Quesada: Well it was really to put pressure on them to make it easier for you...

City Manager Salerno: No, that won't necessarily help.

Commissioner Quesada: OK.

Mayor Cason: I think we've finished this item.

Commissioner Keon: Just quickly. Thank you.

Ms. Judith Davis: My name is Judith Davis; I live at 236 Washington Drive. I came in this morning because I was under the impression that the issue was extending the route to include MacFarlane-Homestead. When the City Attorney handed me the paper and I read about the inclusion of a Douglas Road/Grand Avenue extension, I was kind of confused, and I'm sure maybe the City Manager was confused with the request, otherwise he would not have put that in. I understand that there is an issue with residents in the City of Miami regarding the extension of the route and the building. Commissioner Lago said it has nothing to do with the building, but as a resident of the City of Coral Gables, I was under the impression, as Commissioner Keon said, extending the route across U.S.-1, coming down Jefferson, which is an extension of Ponce, making the turn and stops along Grand in front of Carver School and the proposed development that would be commercial, that was my understanding. This extension to include parts of the City of Miami they are already serviced by route 259. We did have service into our area at one time with that route, we no longer have that. The other communities that you are talking about extending, they should have been present for this. I feel like you are using MacFarlane as a pawn when you extend the service into the City of Miami. I don't want to be a part of that.

Commissioner Lago: Ma'am, can I interject, I apologize for interrupting you. We are not extending into the City of Miami.

Ms. Davis: That paper that I just read talked about the route on Douglas and Grand....

City Attorney Leen: Yes. The resolution that was passed says the MacFarlane-Homestead Historic District. I can give you a copy of it when you go.

Commissioner Lago: It's not in the City of Miami.

Ms. Davis: The paper that the Manager did included City of Miami, that paper that we just read.

Commissioner Lago: Do me a favor; trust in me, the fact that this has nothing to do...

Ms. Davis: You are the new kid on the block, right, like Mrs. Cooper said, we have been here three Mayors about extending four blocks onto the trolley from the time the trolley started, we asked for an extension. We have been here on other matters for more than ten years. I retired with no time because I took time to come to Commission meetings for my community, OK, I used all of my time that I had for me to come to find out what's going on in my community. Now I have to come back because you said you are going to do a study. Make sure the Manager knows that we are talking about what you said...

Commissioner Keon: He does.

Mayor Cason: He does.

Ms. Davis:...Ponce turning making the loop, the triangle....

Commissioner Lago: Yes ma'am.

Mayor Cason: Thank you.

Commissioner Keon: Mr. Salerno you understand that, yes?

City Manager Salerno: No, I'm not sure, but that is different. Is this correct what the Commission wants?

Commissioner Lago: She was very clear; she said she wants to make sure that the study is performed and that we are not providing service to the City of Miami.

Mayor Cason: We are not providing service to Miami.

City Manager Salerno: Mayor, I just need to ask. I just want to make sure that we are doing what's asked for. Is anybody questioning that this is what the study scope is under task 2?

Mayor Cason: No.

Vice Mayor Kerdyk: No.

City Manager Salerno:....that's what I just want to know, if it's wrong tell me and we'll change it somehow.

Vice Mayor Kerdyk: I agree with that.

City Manager Salerno: OK.

[End: 11:09:53 a.m.]