Meeting Summary

As part of the monitoring and evaluation phase of the I-95 Corridor Mobility Planning Project, the project team held a series of seven listening sessions in October 2016 to re-engage stakeholders. Stakeholders revisited the aspirational future vision map and associated performance measures, shared progress on implementation strategies including challenges encountered, and discussed potential topics for the upcoming stakeholder summit.

The following participants attended the Airport and Seaport stakeholder listening session on October 10, 2016:

* Monica Capelluto, Broward County Aviation Department, Fort Lauderdale-Hollywood International Airport
* Jill Capelli, Kimley-Horn, Airport Master Plan Team
* Natacha Yacinthe, Broward County Port Everglades Department
* Phil Steinmiller, Broward County Port Everglades Department

Facilitators and FDOT District Four staff included:

* Lois Bush, FDOT District Four
* Laurie McDermott, FDOT District Four aviation coordinator
* Lauren Rand, FDOT District Four seaport coordinator
* Arlene Davis, FDOT District Four aviation and seaport operations
* Jessica Dimmick, Renaissance Planning
* Shane Laakso, Renaissance Planning
* Alan Steinbeck, Renaissance Planning

This meeting summary documents the key points of discussion for each agenda item.

# Aspirational Future Vision

The participants reviewed the designated facility types and place types in the aspirational future vision map, and their respective functions. Facilitators asked the participants if this vision map still reflected their organization’s future land use and transportation vision.

The Primary Multimodal connections that run north-south along the east side of the Airport are a good idea but there are currently no facilities or services that serve the purpose. While the map is fine as is, there should be a longer-term strategy to address those segments and make better north-south multimodal connections.

Potential SIS facilities should be shown on the map.

If possible, the map should acknowledge that the Port and Airport are job centers as well as freight, goods and passenger facilities.

The proposed extensions of the Wave Streetcar to the Airport and Port should be shown on the map. Participants noted a people-mover between the Port and Airport would be a more direct connection and is part of the aspirations of the Airport and Port, the timing and alignment of the people-mover is unknown. FDOT District 4 is currently evaluating the Wave Streetcar extensions through the of the Project Development process.

The 7th Street and 10th Street connection from the Airport to Federal Highway for southbound traffic is an important one and should be shown on the map.

There is an area shown as Other Industrial north of the Port and Airport that should be considered another land use typology. Both existing conditions and development trends indicate this area will be more mixed use, especially in the area between the Port and 17th Street.

# Performance Assessment

Participants provided the following comments and discussion points related to the performance assessment baseline and update results:

1. The transportation funding by mode measure was discussed. The Airport and Seaport funding as a percentage of total funding has gone down from 2014 to 2016. Given the nature of programming and the changes in project types and size year over year, it would be better to generate a three year rolling average or take some other measure to smooth out the funding metrics and get a better sense of trends over time.
2. The stark changes in congestion (delay) were discussed and the different methodologies were clarified at the meeting.
3. Several Port-specific measures were discussed, including number of truck trips, wait time to get into the port at gate, time required to pick up a container, number of crashes/incidents for Port-related traffic, and a qualitative measure of ease in finding the Port.
4. Several Airport-specific measures were discussed, including gate utilization, how long it takes to get through security, how many hours before the flight do people arrive, how much luggage do people bring with them, etc. Delay associated with internal circulation was also noted as an extremely important measure.

# Implementation Strategies and Examples

The participants provided updates related to the implementation strategies and examples from 2013, including noteworthy challenges and additional implementation examples not included in the previous set of implementation strategies and examples from 2013. The participants will revise their implementation examples from 2013 to provide a status update and list new examples in preparation for the October 24 Stakeholder Summit.

## Fort Lauderdale-Hollywood International Airport

There are some recent strategies and projects that will improve Airport operations. The new runway at the Airport has changed operations and includes new tunnels and new access points to better organize traffic. There is also a signage master plan that the Airport is currently implementing that affects internal circulation and wayfinding as well as access to the Airport from the surrounding road network.

There is a modernization and expansion of the Airport going on now, including the new Concourse G and A that will increase the Airport’s capacity to handle more planes and passengers.

The Airport has recently kicked off a Master Plan update. The process for updating the plan will take approximately two years. In addition to identifying improvements for terminals and connectors inside, the Airport will be identifying strategies to identify potential improvements to the outside road system used to access the Airport. Short term measures to improve land side operations and internal circulation are being identified as part of the project. Possible redevelopment of areas to the west and north of the Airport are part of the Master Plan process.

The approximately 5,000 Airport employees currently park on site in structured parking. Potential strategies for mitigating on-site traffic and reducing trips to the Airport would be off-site parking and better transit access.

The connection between the Airport and the Port is very important. There are currently a number of strategies to satisfy the need to connect. Rental cars, taxis and charter buses/shuttles from airport to seaport for cruises make up a huge percentage of current mode split for the Airport to Port trips. There is enough demand to support a coordinated, public transit connection or circulator between the two facilities. However, the exact solution has not been determined. The Wave Streetcar, and connections to it, might be a possible solution. This topic is one where the Airport, Port and others will need to coordinate to identify the right strategy. The concurrent Master Plan updates of the Airport and Port would provide the right context to do this.

Challenges:

* Mindset of people on how they get to and from the Airport would need to change to support a major shift to transit or other alternatives to driving and parking.
* Internal circulation on Airport roads is a major issue in terms of congestion and delay, especially in light of the anticipated growth in Airport use.
* Creating a transit connection between Port and Airport is acknowledged to be a difficult problem to solve in terms of funding and design.

## Port Everglades

The Port has completed several projects since its last Master/Vision Plan Update which was adopted in 2014. Those include construction of the award winning FDOT Eller Drive overpass and the Intermodal Container Transfer Facility (ICTF). The ICTF allows for direct transfer of containers from ship to rail at the Port facilities and has reduced the number truck trips that leave the Port, especially the long-haul trips that tend to use I-95.

The Port, a local sponsor, is working in coordination with the US Army Corps of Engineers (USACOE) with the goal to deepen the main navigation channels to 48-50 feet and widen the entrance channel and narrow knuckle area of the Intracoastal waterway for safety.

The Port received funding from FDOT to relocate McIntosh Rd with an added security gate.

The Port will commence another update to the Master/Vision Plan starting in Spring 2017. The work will start with a process of facilitated discussion to update the plan and will also identify capacity expansion projects for Port Everglades.

The Port’s concept for the people mover to connect the Port to the Airport has an estimated project cost of $800 million and has not advanced beyond the planning stage. This project concept needs further evaluation in light of the CBT Phase I/Wave Streetcar and the upcoming discussions that come out of the Port/Vision Master Plan and Airport Master Plan updates.

In addition to working with the Airport, the Port will continue to coordinate with other transportation stakeholders on several projects and initiatives, including transit planning, the Integrated Corridor Management project, and the City of Ft. Lauderdale on neighboring development issues. There are also initiatives of statewide importance, such as the CSX Intermodal Logistics Center (ILC) in Winter Haven, that may have an impact on the rail business model for South Florida. These may be accounted for in the strategic and master planning efforts of the Port.

Challenges:

* Funding remains a challenge within the competitive statewide and federal processes.
* The Port is constrained (vertically).

# Stakeholder Summit

Potential topics for the stakeholder summit could include:

* Helping participants and I-95 Corridor Mobility stakeholders understand the value of being a SIS facility or in a SIS corridor.
* Clarifying funding priorities and decision-making process.
* Understanding the cost of lost opportunity in development decisions.
* Covering the impact of express lanes and providing I-95 data.
* Presenting on how the CSX ILC in Winter Haven will affect rail traffic and freight rail business in South Florida.
* Covering the issues of transit connections to the Port and Airport. How do we fill the gaps?
* Hearing what the cities are saying overall.