

Appendix A

Stakeholder Engagement and Public Outreach Program

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Appendix A.1 Stakeholder Engagement and Public Outreach Program

Stakeholder Engagement and Public Outreach Plan

PREPARED FOR:

Broward County Aviation Department

PREPARED BY:

RICONDO & ASSOCIATES, INC.

IN ASSOCIATION WITH:

Dickey Consulting Services, Inc.

February 2017



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1. Introduction

The purpose of the Stakeholder Engagement Strategy and Public Outreach Program (the Program) is to obtain meaningful input from key stakeholder groups or members of the public that may be impacted by or have a vested interest in the outcomes of the proposed Fort Lauderdale International Airport (FLL) Master Plan Update. FLL affects a broad and diverse group of stakeholders, both internal and external. It is, therefore, important to develop an engagement strategy and public outreach process that is inclusive and strives to create an environment that promotes meaningful dialogue and opportunities for stakeholders and the public to actively participate in the master planning process.

The Program serves to ensure that the Master Plan benefits from the input of stakeholders, the general public, and other interested parties. The public outreach program will be conducted so as to help build support for the Master Plan's recommendations and facilitate subsequent development. The Program will consist of technical and policy advisory committee meetings, workshops, other stakeholder briefings, visual, printed and digital (internet) communications.

The stakeholder engagement and public outreach activities will focus on:

- outlining the Master Plan Update's goals and objectives,
- presenting preliminary results from technical analyses performed as part of the Master Plan Update, and
- soliciting input that may influence the technical analyses.

The outreach efforts associated with the Master Plan Update and Part 150 Study are envisioned to be two distinctly separate efforts. However, there will need to be a level of coordination between the Master Plan Team and Part 150 Study Team. Since the Part 150 Study will include an extensive public outreach program to address potential noise impacts to the surrounding communities, the scope of the Master Plan Update's public outreach program will focus primarily on the more immediate communities that could be impacted by the development recommendations of the Master Plan Update.



1.2 Goals and Objectives

Key goals for the Stakeholder Engagement and Public Outreach Program include:

- Meet and collaborate with BCAD and relevant internal leadership to identify a comprehensive list of key stakeholders that must be engaged in the planning process. Anticipated stakeholder groups include, but are not limited to:
 - BCAD, the R&A Team, Policy Advisory Committee (PAC) members and Technical Advisory Committee (TAC) members, airlines, major Airport tenants, stakeholders;
 - Impacted County departments (i.e., Port, Convention Center, Public Works, etc.), regulatory agencies, public officials, municipalities, business leaders (i.e., Port Everglades Assoc., Broward Workshop, Broward Alliance, and Greater Fort Lauderdale Chamber of Commerce), and;
 - General Public – residential/civic associations and business communities within impacted areas and at-large.
- Actively engage key stakeholders so that significant issues can be identified, participants can provide input and comments and, if possible, consensus can be achieved.
- Enhance decision-making and build business and public confidence in the process and recommendations.
- Disseminate accurate, timely, and concise information to assist stakeholders in reaching and expressing informed opinions about the airport development options being considered by the Board.

1.3 Public Outreach Overview - Phase I

Table 1-1, Stakeholder Outreach Summary Matrix, summarizes the various outreach and public workshop initiatives, as well as their anticipated frequency. This matrix includes each of the main stakeholder and public outreach initiatives, and includes the following information:

- Activity (PAC, TAC, Airline/Tenant Briefings, etc.)
- Target Audience
- Venue/Communication Mediums
- Frequency



Table 1-1 (1 of 3): Phase I Summary Stakeholder Outreach Matrix

ACTIVITY	TARGET AUDIENCE	VENUE/COMMUNICATION MEDIUM	FREQUENCY
Policy Advisory Committee (PAC)	Dania Beach Chamber of Commerce	BCAD Administrative Offices	Quarterly
	Greater Fort Lauderdale Chamber of Commerce	Roundtable Format	
	Hollywood Chamber of Commerce	PowerPoint Presentation/Handouts	
	Latin Chamber of Commerce of Broward County		
	City of Hollywood		
	City of Ft. Lauderdale		
	City of Dania Beach		
	City of Davie		
	Greater Fort Lauderdale/Broward County Convention Center		
	Port Everglades		
	Enterprise Florida		
	Greater Fort Lauderdale Alliance		
	Port Everglades Association, Inc.		
	Florida Department of Economic Opportunity		
	Convention and Visitors Bureau		
	FDOT District IV Office		
	FAA - Orlando Airports District Office		
	BCAD Director of Aviation		
	BCAD Director of Administration		
	BCAD Deputy Director of Aviation		
	BCAD Assistant Director of Administration/Finance		
	BCAD Assistant Director of Airport Development		
	BCAD Director Planning and Environmental		
	Director of Operations		



Table 1-1 (2 of 3): Phase I Summary Stakeholder Outreach Matrix

ACTIVITY	TARGET AUDIENCE	VENUE/COMMUNICATION MEDIUM	FREQUENCY
Technical Advisory Committee (TAC)	JetBlue	BCAD Administrative Offices	Quarterly
	Southwest Airlines	Roundtable Format	
	Spirit Airlines		
	City of Fort Lauderdale Planning and Zoning Department	PowerPoint Presentation/Handouts	
	City of Hollywood Planning Board		
	Dania Beach Airport Advisory Board		
	Broward County Transit		
	Broward County Transportation Planning Division		
	Broward Metropolitan Planning Organization		
	Broward Planning and Environmental		
	Port Everglades		
	Broward Sheriff Office		
	Aircraft Rescue-Fire Fighting (ARFF)		
	South Florida Water Management District		
	FDOT District 4 Aviation Office		
	Florida Department of Economic Opportunity		
	FAA - Orlando Airports District Office		
	Federal Aviation Administration - Air Traffic Control Tower		
	US Customs and Border Protection		
	Transportation Security Administration		
	BCAD Administration		
	BCAD Business		
	BCAD Finance		
	BCAD Info Systems		
	BCAD Capital Improvement		
	BCAD Planning		
	BCAD Airport Expansion		
	BCAD Maintenance		
	BCAD Operations		
	BCAD AOCC		
	BCAD Security		



Table 1-1 (3 of 3): Phase I Summary Stakeholder Outreach Matrix

ACTIVITY	TARGET AUDIENCE	VENUE/COMMUNICATION MEDIUM	FREQUENCY
Airline Briefings		One-on-One (Spirit-jetBlue-Southwest) Group Briefing for other airlines PowerPoint Presentation/Handouts	Key Milestones (Upon Completion of Aviation Activity Forecasts)
Other FLL Tenant Briefings	Tenant Advisory Committee	Tenant Advisory Committee PowerPoint Presentation/Handouts	Key Milestones (Upon Completion of Aviation Activity Forecasts)
Municipalities/Business Organizations	Port Everglades Association Broward Alliance Greater Fort Lauderdale Chamber of Commerce	One-one Briefings PowerPoint Presentation/Handouts	Key Milestones (Upon Completion of Aviation Activity Forecasts)
County Commissioner Briefings		One-on-one briefings Discussion Outline	Key Milestones (Upon Completion of Aviation Activity Forecasts)
Executive Director Briefings		One-on-one briefings PowerPoint	Monthly/Bi-Monthly
Regional Planning Organizations	South Florida Regional Planning Council South Florida Transit Authority (Tri-rail) All-Aboard Florida	One-on-one	
Airport Community Advisory Committees	Airport Noise Advisory Committee(s) Individual Community Advisory Committees		Quarterly
Public Workshops Dates TBD	General Public	Convention Center Presentation Board/Handouts	Upon Completion of Aviation Activity Forecasts
Focus Groups	TBD	TBD	To be considered for Phase II
Information Dissemination	General Public	Master Plan Website (via FLL Airport Website) Press Releases/BCAD Newsletter E-mail Distribution (via BCAD Public Outreach Office)	Key Milestones (Upon Completion of Aviation Activity Forecasts)

SOURCE: Broward County Aviation Department, April 2016

PREPARED BY: Dickey Consulting Services, Inc. August 2016



2. Stakeholder Engagement Activities

2.1 County, State, Federal and Tenant Stakeholder Coordination

The R&A Team will conduct briefings and one workshop per the scope of services approved by BCAD with various organizations identified in coordination with BCAD and County staff. The purpose of these briefings and the workshop will be to advise stakeholders of the development options being considered by the County, receive input and comments from stakeholders, and later inform the Board of comments received.

It is anticipated that the stakeholder organizations to be briefed will include, but not be limited to: the FAA, FDOT, government agencies, homeowner groups and/or advisory boards in neighboring communities, the airline committee, airport tenants/users and representatives of the business community. The various stakeholders are described in the following paragraphs.

2.1.1 POLICY ADVISORY COMMITTEE (PAC)

The PAC is comprised of BCAD senior management staff, as well as key members of other Business and Economic Development agencies, governmental and community groups, and policy makers. The PAC will provide insight and guidance on the community's reaction, sensitivity, views and desires for FLL as it operates today and how it should evolve in the future. The PAC comprises policy and administrative representatives from the local, county, and/or regional organizations; and key community leaders.

This Committee will provide input to the planning team on macro-level policy issues, considerations, near-term and long-range aviation goals of the County, and other factors that shape or affect the role of each airport in the County, as well as facility or operational needs that will affect the diversity and breath of analyses undertaken in the master planning process. It will also provide valuable input regarding community issues and concerns relating to the Airport and the airport's relationship to the overall community and nearby municipalities. **Table 2-1** provides a listing of PAC members.

The PAC meetings will be recorded/transcribed and typically held on a quarterly basis. PAC meetings will be held at the BCAD Administration Building to the maximum extent possible, or other nearby locations if conference room availability in the Administration Building does not exist. Information packets will be provided to the committee members, including meeting notes and copies of presentation materials following each meeting. BCAD staff will receive the presentation materials two weeks prior to the meeting for review.



Table 2-1: Policy Advisory Committee Members

COMMUNITY/GOVERNMENT AGENCIES & GROUPS	PRIMARY POC	PHONE	E-MAIL ADDRESS
CHAMBERS OF COMMERCE			
Dania Beach Chamber of Commerce	Randie Shane	954-926-2323	Rshane@greaterdania.org
Greater Ft. Lauderdale Chamber of Commerce	Dan Lindblade	954-462-4911	dan@ftlchamber.com
Hollywood Chamber of Commerce	Anne T. Hotte	954-923-4000 x13	Anne@Hollywoodchamber.org
PR Hispanic Chamber of Commerce	Frank Nieves	954-559-5355	frank@prhispanicchamber.com
LOCAL MUNICIPALITIES			
City of Hollywood	Andria Wingett	954-921-3471	awingett@hollywoodfl.org
City of Ft. Lauderdale	Ella Parker	954-828-5018	eparker@fortlauderdale.gov
City of Dania Beach	Corinne Lajoie	954-924-6800 x3704	cchurch@ci.dania-beach.fl.us
City of Ft. Lauderdale	Rufus James	954-828-4968	rjames@fortlauderdale.gov
Town of Davie	David Quigley	954-797-1103	david_quigley@davie-fl.gov
OTHER COUNTY ORGANIZATIONS			
Greater Fort Lauderdale/Broward County Convention Center	Carlos Puentes	954-765-5900	cpuentes@ftlaud-conv-ctr.com
Port Everglades	Glenn Wiltshire	954-468-0138	gwiltshire@broward.org
Broward County Environmental Protection & Growth Management	Henry Sniezek	954-357-6670	hsniezek@broward.org
Broward County Transit	Chis Walton	954-357-8361	cwalton@broward.org
Office of Economic and Small Business Development	Sandy-Michael McDonald	954-357-5673	smmcdonald@broward.org
ECONOMIC DEVELOPMENT ORGANIZATIONS			
Enterprise Florida	Mike Grissom	850-298-6630	Mgrissom@eflorida.com
Greater Fort Lauderdale Alliance	Robin Ronne	954-524-3113	rronne@gflalliance.org
Port Everglades Association, Inc.	Margaret Kempel	954-463-2801	mmkempel@aol.com
Florida Department of Economic Opportunity	Julie Dennis	850-717-8478	julie.dennis@deo.myflorida.com
Convention and Visitors Bureau	Anna Levin Segal	954-767-2471	alevin@broward.org
FEDERAL/STATE AGENCIES			
FDOT District IV Office	Laurie Mcdermott	954-777-4497	mcdermottl@fdot.st.gov
FDOT District IV Office	Gerry O'Reilly	954-777-4490	Gerry.Oreilly@dot.state.fl.us
FAA - Orlando Airports District Office	Bart Vernace	407-812-6331	Bart.Vernace@faa.gov
BCAD STAFF			
Director of Aviation	Mark Gale	954-359-2450	mgale@broward.org
Director of Administration	Celina Saucedo	954-359-1329	asaucedo@broward.org
Assistant Director of Administration/Finance	Doug Wolf	954-359-2758	dwolf@broward.org
Assistant Director of Airport Development	Marc Gambrill	954-816-1945	mgambrill@broward.org



Director Planning and Environmental

Michael Pacitto

954-560-0766

mpacitto@broward.org

Director of Operations

Alex Williams

954-359-7201

ajwilliams@broward.org

SOURCE: Broward County Aviation Department, August 2016

PREPARED BY: Dickey Consulting, Inc. September 2016

2.1.2 TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC will be geared toward review of the master planning analyses and its various tasks from a technical perspective. This committee will include BCAD staff from various divisions, as well as representatives from the airlines, FDOT, the Metropolitan Planning Organization (MPO), City and County Community and Transportation Planning Agencies, the FAA, the FLL Air Traffic Control Tower, airlines, and other key Airport users. This committee will review and comment on the technical and operational analyses and recommendations issued throughout the master planning process. **Table 2-2** provides a listing of TAC members.

The TAC meetings will be recorded/transcribed and typically held on a quarterly basis. TAC meetings will be held at the BCAD Maintenance Compound located at FLL, BCAD Administrative Offices, or other locations near FLL. Information packets will be provided to the committee members, including meeting notes and copies of presentation materials following each meeting. BCAD staff will receive the presentation materials two weeks prior to each meeting for review.

2.1.3 INDIVIDUAL AIRLINE/TENANT BRIEFINGS

Throughout the Study as requested by BCAD, one-on-one meetings will be held with airline or airport tenant representatives. The R&A team will request feedback from the individual representatives regarding preferred meeting dates/times for monthly or quarterly meetings.

2.1.4 TENANT AND COMMUNITY ADVISORY COMMITTEE BRIEFINGS

BCAD conducts regularly scheduled tenant and community advisory committee briefings. These committees will be briefed at key milestones as directed by BCAD staff.

2.1.5 BCAD AVIATION DIRECTOR BRIEFINGS

Quarterly updates will be provided to the Airport Director and one-on-one meetings as needed per BCAD staff to update the Broward County Board of County Commissioners.

2.1.6 COUNTY COMMISSIONER BRIEFINGS AND WORKSHOPS

One-on-one meetings will be held with Broward County Commissioners, as well as an Alternatives Workshop will be conducted. These briefings will be conducted at key milestones as identified in consultation with BCAD staff, while the Alternatives Workshop will be conducted during Phase II of the Master Plan Update.



Table 2-2: Technical Advisory Committee Members

CATEGORY/ORGANIZATION	PRIMARY POC	PHONE	E-MAIL ADDRESS
AIRLINES			
JetBlue	Debbie Proctor	954-233-4722	debbie.proctor@jetblue.com
Air Canada	Gabriela Fender	305-526-6226	Gabriela.Fender@aircanada.com
Southwest Airlines	Tennina McAnany	954-883-3921	tennina.mcanany@wnco.com
Allegiant Air - FLL Inflight Base Manager	Cynthia Pate	702-830-915	Cynthia.Pate@allegiantair.com
American Airlines	Gayle Defrancesco	954 359-3300	Gayle.Defrancesco@aa.com
Avianca Airlines	Carolina Solano	954.359.0317	carolina.solano@avianca.com
Delta Airlines	John Higgins	954 635-1030	john.n.higgins@delta.com
Silver Airways	Sam Byam	954 691-9880	Samuel.Byam@silverairways.com
United Airlines	Mark LaScola	954 377-2700	Mark.LaScola@united.com
Virgin America	Ryan Marlatt	650 218-8922	Ryan.marlatt@virginamerican.com
Spirit Airlines	Andrew Chevalier	954-359-0900 X11604	andrew.chevalier@spirit.com
CITY PLANNING, ZONING, ENGINEERING			
City of Fort Lauderdale Planning and Zoning Dept	Christine Fanchi	954-828-5226	cfanchi@fortlauderdale.gov
City of Hollywood Planning Board	Leslie Del Monte	954-921-3471	ldelmonte@hollywoodfl.org
Dania Beach - Director of Community Development	Marc LeFerrier	954-924-6805	mleferrier@ci.dania-beach.fl.us
COUNTY ORGANIZATIONS			
Broward County Transit	Derrick Chan	954-357-8235	dechan@broward.org
Broward County Transportation Planning Division	Richard Tornese	954-577-4579	rtornese@broward.org
Broward Metropolitan Planning Organization	Peter Gies	954-876-0048	GiesP@browardmpo.org
Broward Planning and Environmental	Maribel Feliciano	954-519-1424	mfeliciano@broward.org
Port Everglades	Natacha Yacinthe	954-468-0213	nyacinthe@broward.org
Broward Sheriff Office Fire Rescue	Don Galloway	561-956-1545	Donald-Galloway@sheriff.org
Aircraft Rescue-Fire Fighting (ARFF)	Chief Bob Palestrant	954-359-0791	robert_palestrant@sheriff.org
REGIONAL AGENCIES			
South Florida Water Management District	Laura Corry	561-682-6012	lcorry@sfwmd.gov
South Florida Regional Transportation Authority	Natalie Yesbeck	954-942-7957	yesbeckn@sfrta.fl.gov
STATE ORGANIZATIONS			
FDOT District 4 Aviation Office	Laurie Mcdermott	954-777-4497	mcdermottl@fdot.st.gov
FDOT District 4 Aviation Office	Lisa.Dykstra@dot.state.fl.us	954-777-4360	Lisa.Dykstra@dot.state.fl.us
FDOT District 4 Aviation Office	Chon.Wong@dot.state.fl.us	954-777-4659	Chon.Wong@dot.state.fl.us
FEDERAL AGENCIES			
FAA - Orlando Airports District Office	Marisol Elliot	407-812-6331	Marisol.Elliott@faa.gov
FAA - Orlando Airports District Office	Vernon Rupinta	407-812-6331	Vernon.Rupinta@faa.gov
Federal Aviation Administration - Air Traffic Control Tower	TJ DelNegri	954-921-9201	theodore.delnegri@faa.gov
US Customs and Border Protection	Jorge Roig	954-761-2001	jorge.l.roig@cbp.dhs.gov
Transportation Security Administration	Barbara Schukraft	954-308-5525	barbara.schukraft@tsa.dhs.gov
BCAD STAFF			
BCAD Administration	Steve Belleme	954-336-2879	sbelleme@broward.org
BCAD Business	Kevin Haas	954-465-8290	khaas@broward.org
BCAD Business	Henry Perez	954-644-9028	hperez@broward.org
BCAD Business	Yasmi Govin	954-359-6145	ygoving@broward.org



BCAD Finance	Helena James-Redleman	954-359-6128	herendleman@broward.org
BCAD Info Systems	Angela Scott	954-359-6166	ascott@broward.org
BCAD Capital Improvement	Marc Gambrell	954-816-1945	mgambrell@broward.org
BCAD Planning	Mike Pacitto	954-560-0766	mpacitto@broward.org
BCAD Airport Expansion	Trevor Fisher	954-858-6640	tmafisher@broward.org
BCAD Maintenance	Richard Waskiewicz	954-359-7292	rwaskiewicz@broward.org
BCAD Operations	John Pokryfke	954-359-1214	pokryfke@broward.org
BCAD Operations	Michael Nonnemacher	954-359-1213	mnonnemacher@broward.org
Airport Manager	Robert Kelley	954-359-1221	Rokelley@broward.org
BCAD Security	Frank Capello	954-359-2356	fcapello@broward.org
Contracts	Dedrie Registe	954-359-2453	dregiste@broward.org

SOURCE: Broward County Aviation Department, August 2016

PREPARED BY: Dickey Consulting Services, Inc. September 2016

2.2 Municipal, Agency and Business Stakeholder Input

Municipal, agency and business stakeholders include County departments with close interaction or interdependencies with FLL (i.e., Port, Convention Center, Public Works, etc.), regulatory agencies, public officials, municipalities, business leaders (i.e., Port Everglades Assoc., Broward Workshop, Broward Alliance, and Greater Fort Lauderdale Chamber of Commerce); and various members from the PAC and TAC.

2.2.1 AGENCY AND MUNICIPALITY BRIEFINGS

Throughout the Study as requested by BCAD, one-on-one meetings will be held with local municipal staff (City Managers or designees) and municipal elected officials, as well as with other County departments as needed or requested. It is anticipated that the Airport Community Advisory Committees for the following municipalities will be briefed:

- Town of Davie
- City of Fort Lauderdale
- City of Hollywood
- City of Dania Beach

The R&A Team will conduct up to five briefings with these stakeholders as requested by BCAD.

2.2.2 Airport Noise Abatement Committee

The R&A Team will provide study updates to the Airport Noise Abatement Committee (ANAC) at their quarterly meetings.



2.3 Coordination with FAR Part 150 Noise Study

While BCAD will conduct the FLL FAR Part 150 Noise Study, the outreach efforts associated with the Master Plan Update and Part 150 Study are envisioned to be two distinctly separate efforts. However, there will need to be a level of coordination between the R&A Master Plan Team and Part 150 Study Team. Since the Part 150 Study will include an extensive public outreach program to address potential noise impacts to the surrounding communities, the scope of the Master Plan Update's public outreach program will focus primarily on community coordination and communications relative the development and other airport enhancement recommendations of the Master Plan Update.



3. Public Outreach Activities

Public information workshops will be held during the Master Plan process. The workshops will be used to inform and educate the general public and media of the study process and major findings. The R&A Team will prepare the public notice for announcement of the workshops by BCAD staff. The stakeholder engagement and public outreach efforts will focus on:

- outlining the study goals and objectives,
- presenting preliminary results from technical analyses performed during Phase I, and
- soliciting input that may influence the technical analyses to be performed during Phase II.

The immediate impact areas for this Study will include meetings with stakeholder organizations/municipalities in the following:

- Ft. Lauderdale Chamber of Commerce
- Town of Davie – Aviation Advisory Committee
- Fort Lauderdale – Aviation Advisory Committee
- Dania Beach – Aviation Advisory Committee
- Hollywood – Aviation Advisory Committee
- Melaleuca Gardens Homeowner’s Association
- Selected homeowner’s associations and civic associations in Hollywood, Dania Beach, Davie, and Fort Lauderdale (approximately 6 to 12 in each city/town)
- Station managers for the signatory airlines

The Aviation Activity Forecasts prepared as part Master Plan Update are anticipated to be approved by the Federal Aviation Administration by December 2016. Subsequently, the first Public Information Meeting is anticipated to be held during the first or second quarter of 2017. Public outreach collateral materials and related social media materials will be developed the R&A Team and provided to BCAD staff to upload onto the BCAD webpage. During Phase II of the FLL Master Plan Update, focus groups may be conducted to ascertain concerns or issues from the public.

The R&A Team will provide support to BCAD’s ongoing outreach program throughout the duration of the FLL Master Plan Update by preparing public information materials, which may be disseminated through various mediums, including, but not limited to, the following:



- Press releases or newspaper inserts
- Newsletters
- BCAD website
- Fact sheets
- Electronic communications and E-newsletters

3.1 Public Information Meeting

The purpose of the Public Information Meeting is to fully acquaint the public with improvements proposed as part of the FLL Master Plan Update, and give the public an opportunity to review/comment on alternatives. The meeting will be conducted at a location to be determined in coordination with BCAD staff. It is anticipated that this meeting would be conducted in an open house/"drop-in" format. Information "stations" will be staffed by the Master Plan Team and BCAD staff to provide factual information on the scope and purpose of the FLL Master Plan Update, as well as findings to date. It is assumed that the meeting duration will be approximately three hours.

The Master Plan Team will provide display boards, handouts and workstations for the meeting as required, and prepare name tags and comment cards. The Master Plan Team will also be responsible for any rental fees associated with space for the meeting. The collateral materials will include technical details for the following:

- Airport GIS
- Airspace Analysis Tool (iALP)
- Market Assessments
- Existing Conditions Inventory
- Activity Forecasts

Notifications for this public informational meeting will be communicated in the following:

- Churches & Civic Group Newsletters
- Community Calendar Listings
- E-mail
- BCAD project-specific website

3.2 Focus Groups

Focus groups will be considered for Phase II of the FLL Master Plan Update. .



3.3 Master Plan Website and Social Media

A website for the FLL Master Plan Update will be created by Broward County and incorporated into BCAD's website. Materials to be included on the FLL Master Plan Update website include:

- Master Plan Study Overview
- Public Workshop Announcements
- Master Plan Documents (as they become available)
- e-mail link to submit comments on the Master Plan Update



4. BCAD Outreach Program Support

The Master Plan Team will provide support to BCAD's ongoing outreach program during the FLL Master Plan Update by preparing public information materials, which may be disseminated through various mediums, including, but not limited to, the following:

- Press releases or newspaper inserts
- Newsletters
- Aviation Department website
- Fact sheets
- E-blast and E-newsletters



Appendix A.2
Policy Advisory Committee Meeting – September 22, 2016



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Policy Advisory Committee Meeting #1

15-04-0902-F1.8-1120

September 22, 2016

1:00 p.m. – 3:00 p.m.

BCAD Administrative Offices

Facilitator:	Pete Ricondo	Note taker:	Nicolete L. Booth,
Attendees:	Representing	Email	Phone Number
Pete Ricondo	Ricondo & Associates	p_ricondo@ricondo.com	305-260-2727 x251
Dave Ramacorti	Ricondo & Associates	d_ramacorti@ricondo.com	305-260-2727 x715
Mark Gale	BCAD	mgale@broward.org	954-359-6214
Steve Wiesner	BCAD	swiesner@broward.org	954-359-1026
William Castillo	BCAD	wcastillo@broward.org	954-359-2291
Michael Pacitto	BCAD	mppacitto@broward.org	954-359-6103
Celina Saucedo	BCAD	asaucedo@broward.org	954-359-1329
Doug Wolfe	BCAD	dwolfe@broward.org	954-359-1029
Sandy McDonald	BCAD - OESBD	samcdonald@broward.org	954-357-5673
Leonard Vialpando	BCAD - OESBD	lvialpando@broward.org	954-357-6677
Derrick Chan	Broward County Transit	dech@broward.org	954-232-4330
Laurie McDermott	FDOT – Aviation	laurie.mcdermott@dot.state.fl.us	954-777-4497
Amie Goddeau	FDOT – District 4	amie.goddeau@dot.state.fl.us	954-777-4343
David Quigley	Town of Davie	David.quigley@daviefl.org	954-797-1075
Anne Castro	City of Dania Beach	annecastro@msn.com	954-914-9496
Mark LaFerrier	City of Dania Beach	mferrier@daniabeachfl.org	954-924-6805
Luis Lopez	City of Hollywood	llopez@hollywoodfl.org	954-921-3751
Andria Wingett	City of Hollywood	awingett@hollywoodfl.org	954-921-3471
Rufus A. James	City of Fort Lauderdale	rjames@fortlauderdale.gov	954-828-4968
Ema Parker	City of Fort Lauderdale	eparker@fortlauderdale.gov	954-828-3729
Kareen Boutros	Broward Workshop	kareen@browardworkshop.com	954-462-9112
Ralph Morrison	Broward Workshop	rmorrison@morrison.com	954-684-8100
George Platt	Broward Workshop	gplatt@lsnpartners.com	965-522-3588
David Rickerson	Kimley-Horn	dave.rickerson@kimley-horn.com	407-404-0755
Sheryl Dickey	Dickey Consulting	sddickey@dickeyinc.com	954-467-6822

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Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

- **Mr. Gale:** The scope of work for both of the master plans for FLL and the Department of Transportation with the FAA. So we got their blessing on the scope of work. While the airport is going through this master plan update process, the world around us is not static. It's a very dynamic environment, whether we're talking about what the airlines are thinking about in terms of their growth – there's acquisitions; there's mergers; there's other interest for airlines to actually be new carriers here at the airport; international service abroad you know; both to Latin and South America, to Europe and other places. Things are very dynamic.
How we plug into other modes of transportation, connection to – over to Glenn's shop and the port, you know, the issues about, you know, All Aboard Florida or the Wave or rail connections. All of these things are continuing to evolve around us. So when we take our breath every now and then in a master planning process, sometimes it's to allow us to not just absorb what the team is doing, but to also take a check to see what else is happening out there around us that needs to be tweaked or modified so that our plans integrate extremely nicely with what else is going on in the county.
- **Mr. Platt:** Just an observation: I think Mark hit the nail on the head. I had the good fortune to represent a number of private entities that do a lot of work in and around the airport, for example, along Perimeter Road, some of the FBOs, and so forth. All of them have existing ongoing dynamic businesses that generate millions of dollars a year in jobs and business. And they all have their master plans too for what they want to achieve in the future.
And so there's an important dynamic of trying not to cause them to have to grind to a halt while waiting for this plan to be completed and seeing how you meld the two together. So as part of this process and maybe more through the technical advisory committee, I think it's very important that you and the BCAD staff be aware and up-to-date on what their business plans are as well and how they fold into the master plan.
- **Mr. Gale:** So I'm taking an opportunity to actually meet with each one of those on an individual basis. I've met with a number of them already. I do think that their plans need to fold into ours as opposed to ours folding into theirs, so to speak.
- **Mr. Gale:** But in this case here, I think that the discussions to date lead me to believe that we will be hitting all parts. The Team knows that when it comes to real estate – and I've kind of joked about this a little bit. But in all seriousness, I'm – my previous airport, I used to call it a postage stamp, that it was landlocked on all sides and it was 2,400 acres and you compared it to the DFWs at 18,000 acres or at Denver at 33,000 acres. And then, I came here to Fort Lauderdale with 1,400 acres, and I had to redo my presentation and say: Oh, what's half a postage stamp? You know, I don't know what that is. But I do think that we will be able to make some really wonderful things happen by moving some pieces around on this board and squeezing out as much out of

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the facility as we can and be very respectful of the needs of both the private corporate GA side of the house as well as the commercial side of the house.

What I neglected to mention earlier is that, I cut my teeth in this business on the operation side of the house. So everything that happens at an airport, regardless of what it is, whether it's maintenance, operations, security, information technology, design, construction, I've played a role in all of that. And I drive staff crazy sometimes because I want to have, you know, a foot in that world to see what's going on from time to time. I believe you have to, if you're going to be the leader of it. But I also spent many years in economic development and actually taking a look at how an airport plugs into everything else that is going on around it. We have to be cognizant of all those issues if we truly want to be an asset to the region for all. So I play in both worlds. So I take your point very seriously about the north side tenants and the role that they play here in terms of employment and what they bring to the table.

- Ms. Castro: To that point, I don't know if this is part of the process, but cities that have boundaries that join the airport – I don't know if you know historically, the airport used to be in Dania Beach. Fort Lauderdale would have the same problem, maybe Davie, maybe even parts of Hollywood, because you, kind of, cut through. Do you guys, as part of your process, take a look at the city's comprehensive – or master plans to see what we're doing? Because they may not be in sync. And if we know you're going in a direction, we may need to address it in our plans or we may already be ahead of you. And I know in Dania Beach, in particular, we have an airport compatible use overlay that we already have laid out that may affect your plan. So do you sit down and do that at some point in time? *MR. RICONDO: Yes. Actually, we will, along in the process, be meeting with the adjacent communities and organizations to look at their comp plans and what we're planning for the airport.*
- Mr. Platt: Pete, you may have this already in the presentation later – I'm sorry if I'm stealing any of your thunder here – but when we talk about the growth of the facility, too, this is pure growth. This isn't growth that's stimulated that an airport that's a connecting hub is just adding more flights for people to go from one airplane tail to another airplane tail. This is largely driven pure growth due to increased tourism, increased population. And we all have seen – if you take a look at Broward County, take a look at Miami-Dade, you take a look at Palm Beach – those population statistics continue to rise.
So there's not only more people that are residing in this area, we have more people who are traveling here to use it. And it's not just people getting on and connecting through here to go internationally. There is pure traffic growth here that's driving this airport, which is strength, by the way. You don't have a failure of a carrier that operates as a connecting hub that pulls out, and the next thing you know, your traffic drops through the floor. *MR. RICONDO: Absolutely. That's the volatility when you look at airports that have a large hubbing activity connecting through, there is on the upward side where Mark and BCAD have said: How do you manage development and growth of facilities and infrastructure with the risk that if a hubbing carrier downsizes and pulls out?*
- Ms. Castro: Can I ask a question for a theoretical? Does it ever get to a point where you say – and I'm not trying to burst anybody's bubble. I like business and economics, don't get me wrong. But looking at capacity – and some of the companies I used to work for like Southern Wines and Spirits – at some point, you make the decision that you can't go any further than you currently are, and you have to just hold it at the level you're at and make the hard cut and be done and say: This is it. Now, you can still gain on efficiencies and economies of scale, which you also have to look at. But because of the landlock issue, unless the airport says: Okay.

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We're going to start acquiring land, is that part of the decisions that they're going to look at of the master plan?
MR. RICONDO: That's exactly a preview of a policy decision we say. We're only going to grow to X amount; to a certain point. Now, in our world in just consulting, we're going to present what it takes to grow unconstrained.

- Ms. Castro: You always look at all options: Do nothing all the way out to the sky's the limit. I got it. No pun intended. Or let the FAA write the checks. If they want unconstrained, they'll write the checks; right?
- Mr. Platt: So Pete, we regard this as one of the great economic engines of our County because it generates so much commerce for Broward County, so many good jobs. It brings people here to spend money in our community, et cetera. Historically, we have never made a decision to constrain much of anything. We said we're going to get a new runway that will allow us to operate unconstrained and continue to grow. What I'm hearing from Mark and you, and I think Anne alludes to it, is: We will reach a point when we need to make decisions about not just quantity, but also quality. We can choose the customers that we want to have who come here as opposed to taking every airline that decides they want to land in FLL.
- Mr. Gale: And you know the FAA, obviously, is involved in that process. But it's an interesting area to be approaching and we're seemingly harmed right now – when I say, "harmed" – by the fact that I don't think anybody anticipated that we were going to grow as fast as we've grown. I think we expected 26 million passengers this year, and we're probably close to 30. Yeah. And so that's put such pressure on the other support facilities, whether it's the terminals, the roadways, the access points, mass transit, which doesn't really exist here. That clearly, that has to be a focal point, which allows you to then make that decision about the quality of what you really want to have in your airport.
- Mr. Gale: I mean, in conversations with my staff and conversations with some of our key stakeholders, exactly what you said. In my previous lifetime, I would travel the world to try to entice airlines to fly to my airport. In this case here, we have many airlines that are trying to kick down the door to get in, but infrastructure is not where it needs to be. So as airlines want to grow, particularly our incumbent airlines, I've cautioned everybody that it's a very tricky territory, as an Airport Director, to have to say no in many respects because of the effects that it may have, not only immediate in terms of job creation, economic development stuff, but how airlines tend to pick and choose their strategic planning process for years off into the future that they don't feel like they can hit their stride. They may book to go elsewhere. So I'm very, very careful when it comes to those issues. But to Anne's point – and we've talked to Pete and the team about it, what's not showing up on a graphic like that (Slide 13), that these other airports that we're looking at here have more than two runways, and we're dealing with a two runway situation here.

When you try to take a look at: Well, what is the right number of gates? Because if you have more gates than you have runway capacity, what are you doing in terms of development in the airport? You're just wasting money at a certain point in time. So we're backing into the long, long range planning of the airport based upon certain parameters, even in an unconstrained forecast. And then, we'll apply the sense of realism in a pragmatic fashion to be able to hit what the airport needs to hit. But I can see a point in the future where we have to say the inn is full and you don't get any more in unless somebody else leaves. But I think that that's still significantly far out, at least 20 years out before we get there.

- Ms. Castro: And part of this process, again, not to get land acquisition, because Dania Beach surrounds three sides of the airport, y'all tend to grab parcels from us. Part of this plan may be to discuss not taking it off city tax rolls, especially if it's for commercial development. Well, I would still do that in conjunction with the City (of

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- Dania Beach), because again, you're butting up to residential, which maybe shouldn't be residential in the future. And there are opportunities there, especially with the noise impact, possibly.
- Ms. Castro: You know, the City (of Dania Beach), as we all know, the big elephant in the room, fought this for a long time, and people said they want to keep neighborhoods together. But now that they have noise over their homes, I think that their a point of view has changed. So there are opportunities there that we want to make sure that everybody is looking at so you get the best product, the City gets the best product, and we don't lose our tax base.
 - Ms. Castro: You're referring to on-airport (roadways) at that point; correct? Like, for instance, coming off the terminal, the southbound, there is one ramp lane flyover. At some point, the input for me, for instance, would be you need to double that lane that comes out. *MR. RICONDO: We will be evaluating the integration with the regional transportation systems.*
 - Mr. Platt: Pete, one of the questions that those of us that are not intimately involved with cargo would ask: You know, with all these major passenger airliners coming in and the belly cargo that they can handle, just that alone would seem to put pressure on an airport that really doesn't have a great capacity for cargo as opposed to thinking about cargo planes for themselves that are coming in, which is more like, you know, the flowers that come in to MIA and that kind of stuff. So, have we ever done a comprehensive cargo study or projection of what we would like to see with cargo at FLL? *MR. RICONDO: The master plan has a cargo planning component in it. In fact, there's a gentleman that's quietly sitting here (referring to Mr. Dave Rickerson), he's kind of leading on that task force. He did some interviews with the cargo carriers as part of the inventory effort.*
 - Mr. Rickerson: Well, actually, you'll find it in some cases, but except in certain significant international hubs, like a Memphis or, more precisely, like a Louisville, you see that there's actually some benefit of having a good belly haul component for an airport. It provides an overflow capability in the event that that particular cargo carrier maxes out and needs additional capacity. Your freight forwarders will be looking at that, too. And frankly, a lot of people fail to take into account how important freight forwarders, the people who basically consolidate loads, how important they are and where they look. If you go through a list of freight forwarders or freight forwarders in South Florida, you're going to see an unbelievable number of people sitting in Dade County. And they are doing that because of banking linkages, because of airline linkages, because of international haul capacity in bellies as well as everything being consolidated there. So I've been down here for about – well, about 25 years, and I remember Orlando building to get their cargo into their airport because Miami was at capacity and we could steal it from Miami.
Fort Myers built an 11,000-foot runway with the idea that they were going to steal cargo out of Miami, because Miami was at capacity and all that cargo could come over there, and they can do it very well. Tampa looked at that exact same thing, and in no instance did it occur, because you have to take into account the freight forwarder component. And that does come into play here; although with one of your carriers in particular, with FedEx, there is overflow that comes up here. It comes up from the FedEx operation that's in Miami, and it's picked up here when they have additional capacity and lift to do that. So we are going to be looking at that. But there are a lot of factors other than what the cargo stream is. There are a lot of other factors that come into play on where they're going to consolidate that, where they're going to lift it.

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- Other Member (name not documented): One of the other things that I'm thinking about is the interface with the communities like Dania Beach, Hollywood, Fort Lauderdale. You know, the opportunity to allow them to experience economic development by facilities that can support cargo, even though, you know, because we have this postage stamp, we really don't have a tremendous amount of space for cargo on the airport. We have some, but not nearly enough, I would imagine, for the future.
- Mr. Rickerson: Actually, from some of the tonnage forecasts, you're not looking that bad. You also have to take into account how long these guys will operate; particularly, some of your larger integrated carriers. For instance, UPS is unbelievably cost conscience. I've seen them operate in a metal carport structure doing ground sort rather than go into a building. At FLL, they got a little bit of space on the north side, but they basically take the cargo off the aircraft; they put it on a truck; they take it to a facility; they sort it; they repackage it into their igloos, bring it back to the airport, and strap it on an airplane or into an airplane. So they handle that off-site. So some of that's already occurring. FedEx is pretty good on their capacity, but, I mean, but there might be some opportunities there. One of the problems with air cargo is there's not a lot of bleed from air cargo over to other cargo modes. You don't take things, generally, off of ships and put them on air cargo. Usually, they're high-value or time-sensitive or a high-risk of obsolescence. And light-weight, because it's a very expensive way to move something.
- Mr. Platt: Yeah. We, Lori and I, both work with the foreign trade zone, the largest tenant in foreign trade zone, and we're representing the company that's trying to do the new relocated foreign trade zone. And quite frankly, you'd be shocked to know what really goes through that particular warehouse component of the foreign trade zone. It's nothing that would really much relate to the Airport.
- Mr. Gale: So to your point, George, the first question you asked, the answer is yes. I mean, I intend to look at this. I mean, it is something that caught my eye when I arrived here. My previous airport, I did do an in-depth cargo analysis. And you don't know what you don't know. So before you actually take a look – much like I would look at: Do I have an air service market here that's unserved? What's the data showing? The same type of exercise occurs on the cargo side of the house. And then, apply it back to what you have available in terms of resources in the highest and best value for the scarce resources that we have here in terms of land and whatnot.

Pete mentioned it earlier. The term, "airport city," also sometimes referred to as "airtropolis," I mean, I've dealt in that environment. I've presented at airtropolis conferences and whatnot, essentially using the peripherals of the airport to feed into the airport and then also using the airport to backfeed into that peripheral to make sure that it's healthy and sustainable long-term into the future. It's an economic sustainability model, is really what it is, where everybody benefits from each other's presence there. The cargo pieces – what did we do; 81,000 (tons) last year? It's really, really minute in the bigger scheme of things against Miami, if you will.

During my confirmation process, commissioners told me: Don't turn us into Miami. You don't want to be Miami. We like our easy in/easy out airport, our hometown airport. And I said: With all due respect, we're a large hub airport, and we're one of the fastest growing airports in the country, if not the fastest airport growing in the country. And while we may not be a connecting hub airport, we are a large hub airport. When an airline sticks 140 flights in the air a day and we're like third or fourth biggest in their system, we're a hub airport. And that's the difference; that we're not just funneling through. We will increase our international traffic in the years to come, in the next five years; the JetBlues, the Spirits, the Southwest with the new FIS (Federal

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Inspection Services) facilities. We'll get a little bit more connecting and international, the domestic fix there. But overwhelmingly, origin and destination, we're still a hub airport in this arena.

- Mr. Platt: And to your point about the international, that does open up additional belly capacity and additional markets that you're going to be tapping into cargo streams from. So there are opportunities as those international markets open up to begin to identify new cargo streams that may be being carried and conceivably trying to sell a point that there may be enough lift coming out of those places to convince somebody to put an airplane on that route as competitor.
- Mr. Gale: Yeah. It's cost and in many cases, as we said, ease of access. We're not that far out of that particular market area. But when it comes to warehousing resources, logistical capabilities at this facility, that's where we don't have as much as Miami. I was just down in Miami with Salina, what, last week, two weeks ago, and taking a look at their presentations about where they rank. You know, they're right around a 50/50 split on international domestic traffic right now. We're closer to probably 82 domestic; 18 percent international with their big, heavy, wide body airplanes and whatnot. I mean, we're not going to touch that type of activity level. But I think that there's enough that we can actually start to take a look at the uses of this airport in a slightly different fashion going forth here in the future. But it's going to require some investments.
- Mr. Platt: Do you know the answer to – because I've heard it several years, Ralph. Kent used to talk about: You know, we're going to – we're at, you know, \$7.50 per – enplaning passengers, and we're going to end up, once we finish the runway and these other improvements, we're going to end up at – I don't know – 14. Okay, but MIA is going to be at \$32 per enplaning passenger.
- Mr. Gale: Sure. First, let me just caveat it, for those that when we talk about cost per enplanement, you are basically talking about taking your expenses, your total expenses and dividing it by the number of enplanements that you have and you come up with a cost per enplanement. And we've always prided ourselves here at FLL to be what they consider to be a "low cost per enplanement" or "low CPE." This coming year in the fiscal year, we're projecting a \$5.06, 5.06 cost per enplanement aggregate, where – and it's sometimes tough to get numbers out of airports. I think Miami was at \$19.22. So we're 25 percent.
- Mr. Gale: Now, a lot of people will look at CPEs and say, we all calculate them differently. It's not a perfect science, and that's our criticism as airport managers. They can be calculated differently. But no matter how you calculate it, we are a fraction of the cost of a Miami and many other large airports. Make no mistake: With additional capital improvement, particularly with additional debt that is supported, bond debt that's supported through a raise in charges, our cost per enplanement will rise, but so our denominator in terms of our number of enplanement rises at the same time. So, you know, they kind of go like that so we stay highly competitive. The trick, obviously, is the more that we do better with nonairline revenue, the more that we're able to pay for improvements either through FAA funding, FDOT funding, our passenger facility charges, our customer facility charges that we keep off our books. We stand a really, really, really good chance, in my opinion, to stay a low-cost airport and still do major capital improvements going forth here at the airport above and beyond what you're already seeing, and it will finish up in 2018.
- Mr. Platt: Mark and Pete, I would say somewhere in this process master plan committee, advisory committee process, it would be useful to educate us about the economics of what you're talking about; that is, obviously, the airlines, I think, under our model pick up the shortfall, if there is a shortfall. So the reason they want to see all these other monies coming in, et cetera, is it creates less pressure on them to have to cough up money to

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support the airport and so forth. So you know, maybe at some point in talking about that model and what the projections are, and that would be also a useful part of the process.

- Other Member (name not documented): Yes, I agree with that. And let me add to that for this group that isn't into this. Mark, some of you may look at this and say: Man, \$20, \$5 – I pay 3, \$400 for the ticket. What's 20 bucks to them, you know? When you get into this, the airlines will fight – if Mark sits down with them and says: Hey – let's just assume that number stays at 5. He says: You know, we might do these things at the airport. We want to go from 5 to 8. You would be amazed how long it would take them to get through the point where maybe they reluctantly agree or just plain out object to it, just \$3. So that differential of 5 to 20 is monstrous in the airport world.
- Ms. Castro: I worked in the rental car business for 18 years, and it is monstrous, because they do everything by capacity, just by car rental comps. You have an introductory price. Once you cap out, you go to the next level and the next level. But if the plane doesn't fill up, they're stuck with a plane full of low-cost seats. So it is huge to them. I think, too – and I don't know what the commission conveyed about the home's tile airport – I was raised here. I'm a native born here. I grew up in Miami Airport and Fort Lauderdale Airport. Fort Lauderdale is so far ahead of Miami in just its footprint layout, the horseshoe, as opposed to Miami that went down, down, down, down, into the slow curve to the left. You try to change planes in Miami, if you're in the American Airlines terminal, you're walking 50 miles. I would fly out of there a lot when I used to fly to Costa Rica with my husband and my family. The point is, this airport moves passengers easily and more efficiently, and you don't have to travel as far. That's why people will skip Miami to come to Fort Lauderdale. Parking is more convenient. That's what you have to stay with. Even if you add capacity and you add business and you grow more, as long as those parameters – you understand service is the key and that efficiency is built in, the sky's the limit. Go wherever you want to go, but don't limit because you think that you are going to grow big like Miami.
Miami has thrown their gauntlet down a long time ago, and they're stuck with what they've got. And people have to go into Miami knowing: I'm going into Miami. I'm going to get a headache and I've got to do what I've got to do. You don't do that at Fort Lauderdale.
- Mr. Gale: So Pete hit upon it very early – and we'll take account of this. This is great conversation, because it kind of sets the tone for where we're headed with things that, the breeze in/breeze out, which is the slogan or easy in/easy out isn't so easy anymore. And the horseshoe that you referenced, Dan, unfortunately, while we aren't necessarily going to do away with that – we can't, it's how our terminal configuration is. We have to improve upon it because it has now become, in my opinion – it was the first thing I'd noticed, as the airport director here, upon getting off the airplane, is our roadway configuration and our landside access issues, I believe, are our Achilles heel.
- Mr. Gale: So if we can't get people in and out, then we're not doing our job, regardless of what we're doing with terminal facilities, with low-cost carriers, with great service and such and a new runway. We can't get in and out of our roadway. You can literally come here to drop somebody off and take 25 minutes to get through the airport, and you're just dropping somebody off. Wrong time of day, something happens at the end of the roadway, it takes 25 minutes just to drop somebody off. That's the type of level of service issue, when we talk about what's going on with the airport, that we need to focus in on and improve. And that's one of those ones that Pete mentioned. We're a 20-year term looking out, and then there are certain things we're looking at

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maybe a five-year. We're looking at doing something in the next five months to actually do something to improve some of our daily operational crunches here today. But that's not the focus of the master plan. It actually short-circuits the master plan when we focus too much on that. I'll deal with those issues in a different forum about how we're going to deal with the short-term.

- Mr. Gale: But again, not to belabor the point, but there's a difference, too. And I know you only used it as an example, but Atlanta at 100 million passengers a year, 70 percent of that traffic is getting off of one airplane and getting onto another. So roadway access issues, multimodal transportation, rail connections and whatnot, we have to deal with all of those issues here in South Florida that in Atlanta it doesn't have to deal with.
- Mr. Gale: Pete, you referenced public parking. I'm not sure if you have it on a different slide. But the other parking issue for us, as an airport, is employee parking. Our employee base is growing rapidly here as airlines continue to grow. When we get back to the whole issue about job creation and economic activity, livelihood, we're closing in on about 14,000 active airport I.D. badges. And we ran a ZIP code check on here. About 75 percent, according to our badge count, 75 percent of the employees that work here are Broward County residents. So there's a strong base here of those that derive their livelihood right here at the Airport.
- Mr. Platt: I know you're going to do, as part of the master plan, a real estate analysis of both what you have in terms of highest and most valuable use, or whatever you call it, but also to look at what else is available in the region. Two pieces of property that sort of scream out. One, you already own with the Port (Everglades), which is the Dynegy site. I represented that company that sold it to you all and it's been sitting there now for 15 years. It's a pretty significant piece of property that could probably be a fabulous employee parking facility and could also, perhaps, meet the need of long-term port cruise passengers.
- Mr. Gale: We've got other ideas about it, too.
- Mr. Platt: Yeah. I'm sure there are a bunch of ideas. Some people would like you to just put it back in the private sector and get it back on the tax rolls. The Port itself has real estate needs, because it is just like the airport. It's very constrained. It is land constrained and, you know, we are seeing that with the foreign trade zone and everything else. You've got that big piece of Shaw Nursery property sitting down there that is sort of screaming out for some kind of redevelopment. And I don't know how the opportunity exists to work with the City of Dania Beach to put that property to work to support both the Port and perhaps the airport, but it's nice resource that's sitting there empty right now.
- Ms. Castro: And I'm going to renew my request that, I think, Dynegy came off our tax rolls, if I recall correctly. A lot of stuff ends up coming off our tax rolls. We'd appreciate it if we could find the third private, private, private type, you know, private-public partnership. But to that end, too, the other issue this airport has that's affecting the surrounding cities is the Uber, Lyft private pickup cars that are parked everywhere in our neighborhoods, in the businesses of Fort Lauderdale, and city parks. I'm not trying to be obsessive, but I like the airport the way it's coming out, and it's beautiful now in the front end. It's looking nice. And then, you see 55 cars lined up on the ramp, on the shoulder of the road, and it kind of takes away from everything. And I'm assuming there's something in the works for that.

And I know we've been talking to the County and the Aviation Department trying to say: Look, to Mr. Platt's things, some of the parcels that are up on that corner or some corners might be a good place, not Trails End next to the neighborhood, but the other side of the street, the other side of U.S. 1 for an Uber/Lyft-type, you

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know, private ferry that you can kind of put them all there and then when they're ready, they jump out on U.S. 1, get on the ramp, and go. But that, I'm assuming, is all part of the plan as well, the planning process.

- Ms. Castro: And all of these people are earning money, and it's economic, and these are people that are the lower socioeconomic, probably, which is good. And so, we don't want to put them out of jobs, but we need to make it so people that live in a neighborhood don't need to have 52 strangers parked at the end of their street while their kids go out for a walk with the dog, not knowing who is down at the end watching them. So if we could work that out, that would be really nice.
- Other Member (name not documented): It's definitely being looked at. And I don't want to put them on the spot, but it's a two-part process. But I'm looking at my friend Lenny over here that providing the space for them is part A, forcing them and mandating them to actually utilize that space is part B; and, you know, have a big stick so they're not parked all over the place.
- Ms. Castro: And please, Joe, confer with the city as far as location when the time comes before you plant the flag in the ground. That would be very helpful.
- Mark Gale: I just want to thank everybody for their time and attention and their comments and their participation today and for Pete and the team for putting together, I think, which was a great overview. For those of you who have ever been involved in master planning before, you know that it starts at a very high level and it drills down, and we're still cruising at about 35, 40,000 feet. And we're going to start to drill down further and further and further and get into the specifics and bring you along with us, you know, at each step of the way. So as I open it up, I'm very, very optimistic that some of the best days for this facility still lie ahead, but it's going to take a significant amount of investment going forth in the future in order to keep pace with what arguably is a really, really great problem to have. And it's very healthy economically, but as I said in the beginning, we want to do it in a very responsible fashion with all of our partners and stakeholders and the community at large. So again, just thank you to everybody for being here. We look forward to getting together with you again.

Attachments:

PowerPoint Presentation (FLL PAC #1)

Distribution:

15-04-0902-F1.8-1120

Meeting Attendees/PAC Committee Members

Read File

P:\BCAD\2015 Master Plan Updates\01 - FLL Tasks\I-8 Phase I Stakeholder Engagement\Meetings\PAC-TAC #1\Mtg Notes\Final Draft Mtg Notes_FLL PAC Meeting #1_2016-0922.docx

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Appendix A.3
Technical Advisory Committee Meeting – September 28, 2016



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Technical Advisory Committee Meeting #1

15-04-0902-F1.8-1120

September 28, 2016

1:00 p.m. – 3:00 p.m.

BCAD Administrative Offices

Facilitator:	Pete Ricondo	Note taker:	Nicolette L. Booth, Stenographer
Attendees:	Representing	Email	Phone Number
Pete Ricondo	Ricondo & Associates	p_ricondo@ricondo.com	305-260-2727 x251
Dave Ramacorti	Ricondo & Associates	d_ramacorti@ricondo.com	305-260-2727 x715
John Dohm	Florida Transatlantic	john@jdohm.com	954-557-3646
William Castillo	BCAD	wcastillo@broward.org	954-359-2291
Trevor M.A. Fisher	BCAD-AEP	tmafisher@broward.org	954-359-6866
Dedrie Registe	BCAD	dregiste@broward.org	954-359-2453
John Pokryfke	BCAD OPS	jpokryfke@broward.org	954-359-1214
Lori Vasello	BCAD MX	LVassello@broward.org	954-359-1265
Al Nunez	BCAD MX	Alnunez@broward.org	954-359-1256
Kevin Haas	BCAD	Khaas@broward.org	954-359-6137
Brad Ostendorf	BCAD	bostendorf@broward.org	954-395-2395
Gasser Douge	BCAD-CIP	gdouge@broward.org	954-359-6973
Freddie E. Henry	BCAD/IS	fhenry@broward.org	954-359-1355
Richard Tornese	BCAD-HCKD	rtornese@broward.org	954-577-4579
Liza Barrera	BCAD Intern		
	Broward Planning &		
Maribel Feliciano	Dev Management	mfeliciano@broward.org	954-519-1424
Ricardo Gutierrez	Broward MPO	Gutierrez@browardmpo.org	954-876-0044
Don Galloway	BSO Fire Rescue	Donald-galloway@sheriff.org	561-956-1545
Alex Cttona	Broward County Transit	Acttona@broward.org	954-357-8328
Jorge Roig	CBP	Jorge.Roig@dhs.gov	305-205-0380
Paula Rivera	CBP	paula.rivera@dhs.gov	954-761-2020
Doug Notman	TSA	doug.notman@tsa.dhs.gov	954-459-0312
Natalie Yesbeck	SFRTA/Tri-Rail	Yesbeckn@sfrta.fl.gov	954-788-7957
Theodore Delnegri	FAA-FLL ATCT	Theodore.delnegri@faa.gov	954-921-9200
Arlene Davis	FDOT- D4	Arlene.Davis@state.fl.us	954-777-4670

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Jonathan Ford	FDOT	Jonathan.Ford@state.fl.us	954-777-4380
Jill Capelli	Kimley-Horn	Jill.capelli@kimley-horn.com	954-535-5107
Christopher Davis	PM Technologies, Inc.	cdavis@pmtchno.com	678-877-4667
G. Fender	Air Canada		305-397-5731
Ida Zaccagna	Air Canada	ida.zaccagna@aircanada.com	514-922-5261
Tischa Givens	Allegiant Air	TLG0519@aol.com	954-805-8122
Gayle DeFrancesco	American Airlines	Gayle.Defrancesco@aa.com	954-393-5276
Karen Jackson	American Airlines	Karen.dacosta@aa.com	817-939-1977
Clifton Black	Delta Airlines	clifton.black@delta.com	404-285-1935
John Higgins	Delta Airlines	john.n.higgins@delta.com	954-635-1030
Sabrina Taylor	Delta Airlines	Sabrina.taylor@delta.com	404-714-1996
Carlton Harrison	City of Fort Lauderdale	charrison@fortlauderdale.gov	954-828-4955
Karen Mendrala	City of Fort Lauderdale	kmendrala@fortlauderdale.gov	954-828-3798
Craig Pinder	City of Fort Lauderdale	cpinder@fortlauderdale.gov	954-828-5295
Natacha Yacinthe	Port Everglades	nyacinthe@broward.org	954-468-0213
Anne-Christie			
Cassie	City of Dania Beach	acassie@daniabeachfl.gov	954-954-6800
Leslie A. Del Monte	City of Hollywood	ldelmonte@hollywoodfl.org	954-921-3471

Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting. Some of the responses to the committee's inquiries were provided by Mr. Rickerson and Ms. Capelli of Kimley-Horn and Associates.

Other Member (name not documented): Security. So if you're talking about intermodalism, you need to be able to forecast or predict the security impacts of that intermodal system. So in other words, if you had a rail system from the Port (Everglades) to the Airport, our passengers are going to have to be screened to get on that rail system. So that type of thing you need to think about.

Mr. Ricondo: Good point. That's on the integration side with all those (indiscernible) modals.

Other Member (name not documented): Does your traffic forecast include the vehicular traffic of the airport as well?

Mr. Ricondo: Vehicular traffic generated by the passenger activity and all of the meeters and greeters and ground transportation handlers and shuttles and everything that ties into it.

Other Member (name not documented): One of the things that the County has to agree with, actually coming to bicycle access to the Airport. Is the bike path taken into consideration? Mr. Ricondo: Probably should ask some people that

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could probably best answer that, Jill or Dave from Kimley-Horn. Ms. Capelli: So we have seen some of those drawings and things like that as part of the concept alternatives. So we've seen those drawings as part of our inventory, but we will have to take those types of things, like the bike – I know exactly what you're talking about. It connects the Greenway to the north and the south and the bike lane that's coming along Perimeter Road. As we look forward into some of the alternatives, those plans that are in place will be considered. MR. RICONDO: It doesn't really need to be at Perimeter Road. Somewhere that gets people from the north to the airport. On the east side, there are opportunities there as well. So when we ultimately look at the alternatives, we won't just focus on Perimeter. We will take a comprehensive look at potential alternatives.

Other Member (name not documented): You've got to get in here to get people here safely. And I know you talk about the experience from getting to the airport and parking. You need to get here. You want to get in here first. Ms. Capelli: Well, that's part of the study as well is looking at the regional roadways, looking at the intersections, looking at the demand on those roadways and the movements in and out as well as down the road looking at alternative means of moving people in and out of the terminal areas.

Mr. Ricondo: You raise a very interesting point, because it's a part that we struggle with the airport. I mean, as far as that, that's part of the complete package, serving the traffic. So there's no doubt that's going to be covered, as Dave said. And it helps the way you phrase something, you know, the way you say: Hey. It doesn't need to be here. We're just looking at connectivity from the north and south. The more flexibility we have on what is the role of something as opposed to saying – because we've had that. We walked into this and we said: Well, we're going to take the capital improvement program as a baseline. That's a given. But then there are a lot of other things that come into effect that may happen in 2019, 2020, and not just by the airport (BCAD), but other agencies. And they said: Well, we want to bring this corridor here. Do you mind if we – what we try to tell the airport now is other than your CIP, give us a little time, because – don't put anything in the way that adds another constraint that we've got to work around.

At this point, even though we've just forecasted the activity, we know that the runways are in great shape for the Airport. We know that gates are going to have to expand because you build gates for the demand that materializes sooner or later. That's about it. We're going to need to expand the terminal, and we know already, now, just in calibrating models, that the landside's constrained today without any future growth. So we know we have challenges in terms of adding capacity, adding operation enhancements and any space we can work with that's not consumed right now is going to help us get to a good solution for the Airport. So your point is – and I think Jill is right – we've inventoried a lot of things and we have kind of like this bucket from all these projects out there, mapped out/planned out. We haven't built it yet. Let us move forward a little bit and then see how much of this we fit in the map, how much we need to tweak the map, how much we really need to realign and knowing what the objective is.

Mr. Ricondo: But back to your initial question. We're aware of it and, absolutely, it's a – when we get into the regional transportation elements of the study, we'll kind of cover how far out we're looking. And it's a complete package in terms of ground access and getting people to and out of the airport.

Mr. Rickerson: And I think you will see that particularly at the east end of the airport with the roadway system and the entrance roads and that, there are going to be a lot of different concepts you can put in there, because there are – with some of the values that have come out in the forecast, there are challenges with movements, there are challenges with how those flow to the roadway system itself, and there may need to be some fairly significant reconfiguration for its structures and that to meet demand and to enhance flow. And those options we've looked at – but certainly, they have to pass the test with cost benefit – of reasonableness, of impact of environmental factors. And in that – you know, the fact that you've given the opening to the flexibility to look at corridors, that does help immensely and it's appreciated.

Other Member (name not documented): Pete, are you guys looking at relocating the airport rental car center? Mr. Ricondo: It's on the table, especially out in 20 years. So yes, CONRAC. Pretty much – everything is pretty much unconstrained right now. Now, as we get through it, I'm sure things – the problem with unconstrained, you start out that way, and then when you start filling out some of these crazy ideas, somebody says: Time out. It does constrain you a

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little bit, because that's not affordable to us. But yes, we are looking at the rental car operations.

Other Member (name not documented): Triple Five is developing what will be the largest shopping center in the country. About halfway between here and Miami International Airport it's projected to generate about 70,000 vehicular trips a day. So any studies to indicate from other airports – I think there's one in New Jersey somewhere – what's the impact on a local airport? Some of those 70,000 trips are going to be coming here.

Mr. Ricondo: Good point. I'm not sure how you quantify that and correlated with demand at the Airport I can be quite honest with you, because that's just a little bit outside of the study area. And by the study area, the way you presented it, it's not already embedded into what would be naturally captured with the regional demand. If it's new traffic, that cuts into the region just for that purpose. We need to rethink that. And we do have a couple of different forecast scenarios that look at some potential changes, potential volume instigators and we may be seeing if we capture that kind of a change in one of those scenarios. One that comes to mind is a high tourism scenario that may not necessarily be directly tied with that, but the volume of activity may be where we can test the impact for what that will be.

Other Member (name not documented): I appreciate your positive spin in some of the things you say, like the roadways are becoming inefficient. You can drop the word becoming. It isn't efficient. I get the positive, it's becoming that. And the forecast challenges, they're here. There is no forecast to the challenges. We have roadway chaos. It's as simple as that. So we need to get serious about what we have now. It's not a forecast problem. It's not becoming that. It is that.

Mr. Rickerson: We don't necessarily disagree. There is a lot of congestion out there. We've already modeled it. We've modeled 2015 baselining using the November time frame. We used the peak month of the average day of 2015 as well from the forecast work that Ricondo has been doing. It was also part of 2020. We have come up with near term and these are – I hate to use the term "quick fix." That's probably – these were low-hanging fruit that we could try to get done in a zero to five-year time frame to remove some of the friction that occurs between getting to the curb and coming off of the curb and on the roadways themselves, to try to minimize disruption on the curb fronts from blocked off areas that are unnecessarily blocked off in some cases such as the width of certain exit areas of the GTC's that funnel other vehicles in the traffic lanes ineffectively. We have looked at dealing with the exits from the Cypress Garage, which create a congestion point on terminal 4. So we're looking at those near-term things and are moving through a series of recommendations that we have been discussing with BCAD on those. But then the next step is, frankly, to some degree, that is to buy time. It's to buy us enough time to keep it operating up to about 2020 so that we can have time in the master plan to look at probably more robust actions that are going to have to be in place to make that work. And so we don't necessarily disagree with you with the existing situation.

Other Member (name not documented): That will be good, because the numbers are surprising. And along this is coming from airline input on what they see on the horizon. So we do have some challenges out there on the roadways.

Other Member (name not documented): I sent the one that knows what she's talking about. But it is a challenge, because when we found that when we did that, that we solve the problem on one side of the roadway and then it popped up at that line. We've found – we've solved some of the problems, but there were still other problems that didn't get fixed up line. They got a little bit better, but they didn't get fixed to a level that you desire them to be at. But it is just a function of the amount of – you've got a garden hose and you try to pump a two-inch water pipe through it. It's part of the problem.

Other Member (name not documented): So the largest congestion that I see on the roadways (unintelligible) is at the bottom of the U in front of Terminal 3. There's a lot of space there that's occupied by green space right now and would permit widening, as you can see the roadway there. If some of that space could be captured, is that an option that you would want –

Mr. Rickerson: We have looked at that already. There are some actions that would be driven by longer-term activity. The column spacings in there make it challenging to move traffic from one lane to the other in that situation. We did

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look at a bypass capability. In a zero to five (year horizon), given some other decisions that are being molded, we decided not to put that in the zero to five. We did try to clean up – well, one of the options was looking at BSO (Broward Sheriff's Office) parking, for instance, in different locations and on the immediate curb front and potentially making some designated spaces in front of the terminal in pull-outs. And so we're trying to clean that up until certain decisions about how to make a much more viable roadway system in the area you're talking about and get that online. You're right, Terminal 3 is a challenge in there, and it's a short curb, and you've got a very short distance in there. You've got people pulling into the curb, coming out of the curb. There's an awful lot of friction and you routinely see one of those three lanes being used to drop off passengers. So it's on the – it is being looked at in great detail. It just not in the zero to five (year horizon).

Mr. Ricondo: And that's the point. Airports just don't react as quick as the private businesses react. That was just a flat or 1 percent growth. But if you start reaching 2, 3 percent growth year after year, airports just don't bounce back that quick. For an airport to take – for this airport to take – and I'll say most around the country – to take on a major project where you're building something, adding capacity, adding lanes to it, you're talking three to five years. So what happens is that everybody in this room is not thinking 20 years out in the same manner. Congestion is bad now. Fix it. Or we want to grow to this amount in the next two, three, four years. We don't have time to build stuff, so we're relying on exactly the points you denoted. So it's how do we make the most out of what we got? How do we do small scale adjustments that allow us to divert traffic to do this? That's a challenge as far as zero to five to, like Dave said, "buy us time" before we can get a real round-trip solution to buy us a level of traffic.

Mr. Ramacorti: One thing I just want to add. The landside analyses, we'll just focus on the terminal and the regional. We will also be looking at the nonterminal roadways. And I think that's particularly important. For instance, during the construction of the south runway, for those of you who are aware, a portion of Perimeter Road on the south side of the airport was closed because of its proximity to the airfield and other considerations, which now that forces a lot of traffic around the north side of Perimeter Road as well. Coupled with that, we'll be looking at developing new facilities either on the north side or the west side of the airport which will increase traffic as well. So it won't just be a focus on the terminal. Obviously, that's the priority, but we are looking into the non-terminal roadways as well.

Other Female Member (name not documented): Hi. I guess I should have asked this question earlier when you had the parking map up. Are there any plans to possibly tear down, redo, rebuild the Palm Garage and increase spacing in that garage or any of the parking structures?

Mr. Ricondo: You know, the easiest thing to do on a drawing is erase. But to answer your question, everything's open right now. To your answer, yeah, we may look at rental car relocation, repurposing of that garage, repurposing, expanding, modifying, rebuilding any of the garages. Right now, everything's on the table. It's going to be a matter of what gives us the most bang for the buck, what can be done the quickest. But yeah, that -- throw it in the bucket of: Will you look at that? Yeah. Do you have strong opinions on it one way or the other?

Other Female Member (name not documented): I think we all do with the Palm Garage, the failing Palm Garage that's deteriorating.

Mr. Ricondo: So not strong opinions, don't do it. Strong opinions like, how quick can you do it?

Other Female Member (name not documented): Do something. Have at it. Rebuild it.

Other Female Member (name not documented): Just two feedbacks. As far as access flow, look at the expenditures coming from the Port to the Airport. And also, I wasn't sure whether or not when the gentleman spoke about the traffic analysis or forecast whether they were considering the influx of our cruise passengers. I know he used November as a month. Are you looking into the cruise passenger?

Ms. Capelli: So the way that we forecast all of the traffic activity is actually based on the same flight schedule. So we

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take that flight schedule, look at the people that are coming and going and break it up into: Are they cruise passengers? Did they come in a car? So it's a really complicated simulation model that takes into account all of the different choices.

Other Female Member (name not documented): Because I think he mentioned that he used the month of November.

Mr. Ricondo: Yeah, to answer your question, I think it's very common, because that happens a lot with the airlines and the terminal. I think what you're saying is that November may not represent a surge of cruise ship activity that we have.

Other Female Member (name not documented): Correct.

Mr. Ricondo: The nice thing about the model is that you can carve out – once it's built, you can carve out a section or a piece of it and place it on sensitivity analysis so we can kind of increase the load from that mold, if it's a cruise ship, and see where the impact is in either the roadways, the terminals, and the curb fronts and that kind of stuff. To your question, we may get a higher – November may not be a peak month representation of cruise ships.

Other Member (name not documented): But we can do sensitivity analyses. November was used to kind of look at the ebbs and flows of traffic over a day, but we also went back and used the busiest month of the year, the average day of that busiest month to get a peaking factor for 2015 and use that same peak month average day for 2020 in simulation work.

Other Member (name not documented): March is the busiest month at the airport.

Mr. Ricondo: It's the one we're really growing, going up.

Other Female Member (name not documented): It's more like December, January.

Other Member (name not documented): December, January. Sea port is our busiest.

Mr. Ricondo: I got you. We'll make sure we make an adjustment or a sensitivity analysis to capture that.

Other Member (name not documented): Is it anticipated that you'll address any potential staffing needs? There are some managers in BCAD that think you can do with what you have now for the future and get over it. Deal with it. Well, we all know that's not really. Is there any mechanism in there for maybe guesstimates for staffing projections.

Mr. Ricondo: I think that's a very good question. Generally, in a master plan, we do not get into staffing. Sometimes the airports will use it for their administration and project forward. We do consider it in terms of sizing facilities. If we brought it to this level, and we're going to restore, expand, or rebuild the facility, how much do we need to consider for staffing?

Other Member (name not documented): In terms of traffic analysis and access flows, are you guys considering like the generation of data from the airport user to enhance operations and maintenance of the regional transportation system, especially considering the multimodal enhancements or focus?

Ms. Capelli: So we are looking at some of the interconnectivity. We're looking at multimodal things, but we are also looking even in the short-term at different TSM&O strategies and technology; how can we use technology to share information and dynamically understand the airport environment. So we will take TSM&O initiatives and thoughts in mind as we look forward to the alternatives as well. Oh, TSM&O, for those of you that aren't familiar, are transportation systems management and operations. It's using in FDOT – and John can elaborate a little bit more – the freeway management system as dynamic message signs that are out there. They also have an extensive arterial network where

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they've got devices out there that can monitor and understand the traffic. And so it's a big initiative with FDOT, but if there are synergies that we can gain with this technology in the airport, those are other alternatives and ideas that we'll look to further as part of the master plan.

Mr. Rickerson: And as a matter of fact, that's one of our near-term recommendations for the curve – one of the things we saw is that there are, at certain times of the day, just a couple of different plans a day, between the arrival and departure. And if we can flex the curve, we can reduce congestion on the most congested curb by maybe flexing and taking use of the curb that isn't getting the demand and using dynamic signage out to 595 to start that message as you come in closer to continue to convey the message that, you know, distance or time to terminal 3 is X; time to terminal 3, upper level is, you know, maybe five minutes; and terminal 3, it may be 20. So we're already looking at that option to kind of help flows in the terminal area (unintelligible).

Other Female Member (name not documented): Is the planning committee looking at the night parking needs for aircraft as the projection increase?

Mr. Ricondo: Yes it is. And I'm glad you mentioned that. That's probably very different for each of the airlines. To the extent you all have some input that you want to share with Will – we're projecting that forward based on the baselines we have and when we show up to the next meeting, we'll show it on an aggregate basis of understanding how critical RON's (remain overnight) may be today and going forward for each of the carriers and how to use them and how many they need and even issues with spare gates. Having spare gates is a big item for some airlines at some airports and not that big for others depending on the size of their operation. Please share that info with Will sooner rather than later. We are looking at it, to answer your question. We are going to present it, because to us, they kind of go hand in hand with gates. When we call RON's right now at this Airport, fundamentally, we're talking about ramp positions, not for the building or passengers, but for overnight parking – well, even throughout the day. If you want to push an aircraft, build a tarmac, use the gate for other purposes, or just an irregular operation that creates a need for that.

Other Female Member (name not documented): Because even with the gate addition, if there may be additional parking needs. So I just wanted to make sure that was being considered.

Other Member (name not documented): You've mentioned the hardstand. I think it's like 30. How are you factoring that in? I mean, what are you looking at; hardstand as it relates to international flights, gated hardstands or something else?

Mr. Ricondo: Hardstands? Mostly RON; not hardstands. The way we do our capacity analysis is annually. We would take a 2015 or 2016 schedule, true schedule of activity, and we will grow it out for future developments for 2020, 2025, 2030, based on all of these things maybe growth in the activity. Usually the peaking kind of stays the same. That starts triggering the need for hardstands for the overnight parking; that sometimes starts triggering the need for hardstands because maybe you have – and it's rarely the case. But in our case, it's where you have a gate that serves a flight that comes in at night, and for whatever reason there may be a long delay, a long lagging for the next departure for that flight, or you might squeeze in another arrival, another departure on that gate. So we push the plane into a tarmac. We're looking at the hardstands of around the south and the east side. The international for one, because it's got more runway layovers, generally. And then we push back into those areas next to the terminal. But in terms of hardstand, again, it's not that we really don't know the passengers per se right now. They can be used that way, but right now it's just strictly for putting an aircraft there that may have a mechanical or staying overnight or needs to be sitting in the tarmac for an extended period of time.

Other Member (name not documented): So we're not looking at it to add additional capacity absent a gate?

Mr. Ricondo: Right. The challenge of that is that: Sure, there are enough hardstands to allow that, but then your gridlock point becomes the terminal; right?

Other Member (name not documented): Right, and security issues.

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Mr. Ricondo: Absolutely.

Other Female Member (name not documented): So you mentioned that some carriers have given you input that has formed the forecast that you are looking at over the next 20 years, but have you formalized meetings with airlines to kind of collect that information?

Mr. Ricondo: We have, and we are trying to get e-mails to try to work something out later.

Other Female Member (name not documented): Okay. All right. I just want to make sure we're included.

Other Member (name not documented): Is there a template that you have that you can send us that may help us to collect and organize the information you need?

Mr. Ricondo: What we can do and what we have been doing is we have kind of a package of information that's just general overall airport-wide that we give to you in advance. And then with each airline, we're conducting individual meetings to better understand how your airline's activity impacts the overall airport. So we'll do a package specifically for Delta, specifically for American. We don't send it out. We'll do a face-to-face meeting or an online meeting, and we'll present that to you to allow you to react to it. If you say: Let me sit on this; let me get with some of our other folks and circulate it to give you back comments, that's also viable. Our experience has been that rather than asking for a bunch of information, unless we know specifically what we're asking, sometimes it's easier to put some assumptions down and let you react to it and say: This is reasonable or not; you missed the mark; you're right on, whatever the case may be.

Other Female Member (name not documented): At least if we can have some direction on key assumptions that you will present to us, I think we can get with the right stakeholders internally to kind of vet the direction we're hitting as well so we can at least provide an initial reaction.

Mr. Ricondo: Sure.

Other Female Member (name not documented): It may not be the most informed reaction, but we can also take it back and then refine based on what you've presented and what we've forecasted.

Mr. Ricondo: Yeah. I can tell you it's probably half a dozen to a dozen key items, whether it's load factor assumptions, fleet mix assumptions, gate utilization or something else.

Other Member (name not documented): We would get that for you as long as we know ahead of time.

Mr. Ricondo: Sure.

Other Member (name not documented): I have some information for you guys.

Mr. Ricondo: Great. And we'd like to regroup with your folks as well and many airlines that we're missing in the group that has time. Please reach out to Will and that just makes it that much more thorough in covering all of the bases.

Mr. Pokryfke: Just one other minor note. Back to the hardstand situation. Are you taking into consideration irregular operations? What I mean by that is: Fort Lauderdale has a tendency to be the primary diversion location for Miami whenever Miami shuts down because of weather. Same thing with Palm Beach, Fort Myers on the west coast. So just in consideration of how to maintain or at least get those aircraft back airborne, which usually requires fueling. So far gates are all saturated during one of these periods of time. We don't have the means to refuel those on-ground aircraft. We might have the hardstand space. We usually load taxiways, but we don't have space to refuel them on occasion. So

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you might want to consider that, too.

Mr. Ricondo: Do you have a sense today to quantify what that equates to in terms of the hardstand needs, what that may be? There's two designated spots.

Other Member (name not documented): We've got some designated spots that we park the aircraft. We just don't have any fueling capabilities. So what we're going to have to do is usually delay some aircraft to try to get those planes on the gate if we need to. And then it becomes a customs issue sometimes, too. But, you know, it's just one of those types of things. If it was a remote location, we'd be better off, I think.

Mr. Ricondo: I'll make a note to follow up on that.

Mr. Pokryfke: While this airport is not a primary international airport, we did undergo an accommodation study as to how an A380 would be handled in this Airport. Is that part of your thinking as to a what-if scenario even though we don't plan for that to come to this airport?

Mr. Ricondo: Right now, if the airport has an A380 accommodation plan and if we do, we restore it, so. Right now in our fleet mix, we don't have – it's mostly (airplane design) group V. We're definitely looking at more, even beyond what the forecast says, predicting for more wide bodies, jumbo, 777s, and 767s. We're not going as far as the A380's, but again, if the airport has some type of accommodation plan on how it would be served, we'll make sure that in our plans do not impair the accommodation of the A380.

Other Member (name not documented): I think it would behoove you to speak to our marketing director because I believe we have been approached.

Mr. Pokryfke: We have a diversion plan for the 380. So if you want a copy of it, let me know. We have it set up to park all three carriers if they were to arrive here and where we would put them on a taxiway.

Mr. Ricondo: Like I said, if anything gets disrupted like that, we'll make sure we take care of those problems.

Other Member (name not documented): What carrier are they?

Mr. Pokryfke: All three that operated in Miami: Lufthansa, Air France and British Airways. They've all come here and said: We're coming here if we have to divert.

Other Member (name not documented): As you are realizing that construction will continue, are you thinking along the lines of contractor staging where we will be able to have them close enough to get their job done and that kind of stuff? I mean, I know that gets tough, but, you know, depending on how far we chase those guys out in order to get back into the facility to build out, it becomes an issue. But just food for thought.

Attachments:

PowerPoint Presentation (FLL TAC #1)

Distribution:

15-04-0902-F1.8-1120

Meeting Attendees/TAC Committee Members

Read File

P:\BCAD\2015 Master Plan Updates\01 - FLL Tasks\J-8 Phase I Stakeholder Engagement\Meetings\PAC-TAC #1\Mtg Notes\Final Draft Mtg Notes_FLL TAC Meeting #1_2016-0928.docx

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Appendix A.4
Policy Advisory Committee Meeting – July 10, 2017



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Policy Advisory Committee Meeting #2

15-04-0902-F1.8-1120

July 10, 2017

10:00 a.m. – 12:00 p.m.

Secret Woods Nature Center

Facilitator: Pete Ricondo

Note taker:

Nicolette L. Booth, Stenographer

<u>Attendees:</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>
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Pete Ricondo	Ricondo & Associates	p_ricondo@ricondo.com	305-260-2727 x251
Mark Gale	BCAD	mgale@broward.org	954-359-6214
Arlene Davis	FDOT	Arlene.Davis@state.fl.us	954-777-4670
Lorie Merlens-Black	City of Hollywood	Lmerlens-black@hollywoodfl.org	954-921-3599
Greg Stuart	Broward MPO		
Dan Lindblade	Fort Lauderdale Chamber	dan@ftlchamber.com	954-422-2171
Lori Baer	Port Everglades Assoc.	mmk@portbiz.org	954-463-2801
David Rickerson	Kimley-Horn & Assoc.	Jill.capelli@kimley-horn.com	
Jill Capelli	Kimley-Horn & Assoc.	Jill.capelli@kimley-horn.com	954-5355107
Natacha Yacinthe	Port Everglades	nyacinthe@broward.org	954.468.0213
Trevor Fisher	BCAD	tmafisher@broward.org	954-359-6866
William Castillo	BCAD	wcastillo@broward.org	954-359-2291
Roger LaLanne	Co. Hwy. Construction	rLaLanne@broward.org	954-577-4627
Doug Wolfe	BCAD	dwolfe@broward.org	954-359-1029
Leonard Vialpando	BCAD - OESBD	lvialpando@broward.org	954-357-6677
David Quigley	Town of Davie	David.quigley@daviefl.org	954-797-1075
Mark LaFerrier	City of Dania Beach	mLaferrier@daniabeachfl.org	954-924-6805
Andria Wingett	City of Hollywood	awingett@hollywoodfl.org	954-921-3471
Ella Parker	City of Fort Lauderdale	eparker@fortlauderdale.gov	954-828-3729
George Platt	Broward Workshop	gplatt@lsnpartners.com	965-522-3588

Discussion Points

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This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

- **Mr. Gale:** This is Policy Meeting No. 2. I think it comes as no surprise that we're talking about what needs to occur at the airport going forth into the future, if you just pick up the headlines and read some of the articles about the airport of late and how busy we are. We're currently characterized as one of the fastest growing of airports, if not the fastest large hub airport in the United States. As I've said previously, sometimes being a victim of your own success is still a challenge and an obstacle that needs to be overcome. We've been on a really good roll now for the last three to four years, in particular. Starting back in the 2013 time frame, it got even better, if you will, in 2014 when the south runway was opened and commissioned. But since then, if you go back just in a period of four years and you take a look at where you think we're going to come in, this calendar year, in 2017, we believe we're going to surpass 32 million passengers, which should move FLL up the ranks quite a bit when it comes to large hub airports. This would be an increase of about 11 percent over 2016 at the end of 2017 with 29.2 enplaning passengers. Over the course of the four years, that is an increase of nearly 9 million passengers in just four years.

What has not been truly been happening at the Airport, while the runway was a great addition, some of the other infrastructure around the airport hasn't necessarily kept pace or at least not kept pace with what we need today when we bring in some things in here over the course of the next few years, which would help. But the Master Plan Update is designed to actually take a look at what this facility is going to need, not tomorrow or next year, but 3 years, 5 years, 10 years, 15, 20, even 30 years out. What is going to be required in order for this Airport to keep pace with the growth that's going to be coming its way. We've launched two really significant international carriers in the last six or seven months. Emirates Airlines started in December of 2017. British Airways started just last week. We know that there's more that's coming our way. At the same time, some of our predominant carriers (Spirit, Southwest, JetBlue) are continuing to grow and grow significantly particularly on their international component.

The Airport as of two weeks ago had 57 gates. We added five to it last week when we opened up Concourse A at Terminal 1. Those five gates are international capable gates and Terminal 1, Concourse A has its own federal inspection facility. But that facility can only handle narrow-body airlines, the type that Southwest may fly or JetBlue or Spirit and possibly fit an A21 in on one of the gates. But when you think about what Norwegian is flying or Azul or British Airways or Emirates, which is going to put us into the market for new international service. Although Terminal 4 will provide facilities that will handle a few more wide-body airplanes, but still probably not enough that the airport needs to have in order to potentially market itself globally as to not only to be a great destination, but a superior alternative to the airport is located just about 20 miles south, but many of you have voiced that you don't like to fly through.

We want FLL to be an easy in/easy out airport, not just for Broward County, but for Miami-Dade, for Palm Beach, and all of South Florida. But we have a lot of work that needs to be done. So with the runway open, we can focus on what needs to occur in the terminal facilities in the infrastructure. We have some pretty good bones, but that gate count isn't enough to handle what we need to handle. The roadway structure at the airport is often times what I refer to as the "Achilles' heel" of the airport. If we don't fix our roadways; if we don't fix how people traverse around our facility on a regular basis, we won't be able to handle much more than what we have today. So the team will talk a little bit about what we're looking at in terms of roadway improvements, how we're going to provide for parking going forth and into the future. We need additional parking; we need additional car spaces. So where does it need to go? Should

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we be looking off airport around the peripheral? It's a pretty small airport, I have to tell you. Many of you know I came here out of Philadelphia, which was a small airport at 2,400 acres. FLL is only 1,400 acres, half the size of the previous airport and a fraction of the size, if you will, of something like Denver. But we make a lot happen on a pretty small footprint. We need to move some pieces around, flex our elbows a little bit, and I think we can certainly make sure that this is coming forth in the future.

The team has been hard work working, not only our needs analysis, preparing the inventories and the forecasts for FAA approval and starting to lay concepts on all those things that we need to fix on the airfield, terminal facilities, the landside including ways of moving people around our airport a little bit more efficiently than what we do today. When I say that, not only better roadway system, but possibly an APM (Automated People Mover) system that connects into a not only the terminals, but just a multimodal center, which also may at some point in the future connect into another APM system that goes into the Port Everglades, Convention Center, both of which are expanding with significant capital improvement projects of their own, but also connect us into to FEC (Florida East Coast Railway) Bright-line, connect us to the Wave, and possibly into Tri-Rail. I mean, there's a lot that is taking place right in the nucleus here at the airport.

So again, the team will update you on where we are with some of the studies, the schedule going forward, get your input, get your feedback. We're in an alternatives analysis. Jokingly, our Board of County Commissioners have asked me: Mark, when you finish the existing \$2.3 billion expansion and ongoing terminal modernization program, how far into the future does that carry us? And I said: Respectfully, commissioners, until last year. They're kind of out of space in many respects today when we complete this terminal modernization program working hard with all our stakeholders to track the course of this airport to be able to keep it go growing, to manage our growth responsibly so we're not trying to rocket forward as fast as we possibly can and burn out and raise our cost so much so that the airlines will not find flying into our great airport. So it's a delicate balance, and I chose to do this master planning process, which I respect immensely. And I believe with the integrity and process needs to always be upheld. But as I've told the other groups -- it makes no sense for us, as an airport team, to bring forth ideas and concepts and plans on how to grow our airport when we need different sets of approvals from different stakeholders. Two key stakeholders we need, obviously the Board of County Commissioners. They need to be in tune and approving of what the plans are for this airport.

The other major set of stakeholders is our airlines. Our Airlines have voting privileges for major capital improvement projects. Why? Because when we float bonds, we increase our debt service. Within our lease agreements, they're afforded those voting privileges to vote projects up and vote projects down. So I've elected to actually take this, kind of, iterative process and scale it up, work with our airlines to get them comfortable to a certain degree with where we are, then take it to our Board to make sure that they're onboard with this, so that we don't get too far out of whack with each other. As I said, it makes no sense for me to carry a master plan as completion to our Board and have them say: This is not what we want for our airport. Likewise, it doesn't make sense for us to carry a master plan vision that the Board has approved, carry it back to our airlines and say: Here it is. Let's go; and they say: That doesn't work for our business model; we're not going to fund it. Do what you want; we're not going to fund it; we're not going to approve it. So we've been carrying things back and forth. It's still on-line, although the Ricondo team will cover, I think, a good bit of it. But if you care to bore yourself to tears for an hour and a half, you can go on-line to the county's website and see my master plan presentation that I gave them back in the April time frame, I think it was, around April 18th there or so; right around there, where we talk about the master plan is the long hold and again it is the vision, the future of the airport.

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And we have a terminal modernization program that is currently underway right now. We won't survive, really, for that master plan where the first improvements that pop out of that may take place for another five, seven, ten years. So we've been working with our airlines on what we call "short-term improvements"; things that we think need to be done in order to keep us growing so that we're not hanging a No Vacancy sign outside on the door of an airport, this great economic engine that drives so much of the economic activity for Broward County and the surrounding region. And the last thing we want to do is say we're closed for business and we're over overall full.

- **Ms. Yacinthe:** Can you go back to the previous slide? I was just wondering -- as far as you mentioned -- I know Mark mentioned the roads. Why isn't the community part of your goal, working or in coordination with the community? I see you have landside terminal gates and airfield, but why not community also as part of that exhibit? *MR. RICONDO:* I wouldn't call it as a goal, I think it's an underlying requirement that we need to be very close with the -- and you'll see it in the slide that we have here. This is goals from the technical standpoint as it relates specifically to the airport -- what are the things we're trying to improve to make the airport efficient going forward.
- **Mr. Gale:** So there's a couple of things I think that you'll see as the master plan with our team goes forward. And the things that I've commented on that I think in some cases represent opportunity not ceased. So for example, the airport that I previously came from, the airport was owned and operated by the city of the first class; the seaport was operated by the state, and the city and the state didn't get along very well with each other. The convention and visitor's bureau and the convention center were operated by a private nonprofit sector entity, and we were always on all different pages. We tried to find ways to make it work, but it was difficult.

Here in Broward, I think we have a marvelous opportunity here with the CVB (Convention and Visitor's Bureau) and convention center under the same umbrella with the seaport under the same umbrella with the airport to actually take the three biggest economic engines to get them integrated to work a little bit better than maybe they've done in the past. Now, that "better" may be -- like I said, if there's expansion on the way, which there is to the convention center, there's expansion and modifications taking place with others. How do we align ourselves with our plan with what's going on at these other two big economic engines? We have one of the top cruise ports, passenger cruise ports in the world, the top three right here in the world with currently one of the fastest growing large hub airports in the country. But yet, we still move our passengers back and forth between those two facilities on shuttle buses and taxi cabs and Ubers and what not; not that there's anything wrong with that. But I think others have found that within two miles of each other, there's better and smarter ways that we can do it. We all, I think, are keenly aware of constraints that are occurring around the county's roadway system, and the initiative that failed in the fall, with respect to the penny to being able to fund improvements going forward.

I think two big engines enterprise funds, namely Port Everglades and the airport can actually continue to work together to get that one piece done, but it's going to require other different pieces. I think, later on we know that as this airport gets busier -- and I've talked about our roadway system. We can fix our interior roadway system, but unless we talk about our access to 595 to US1 north and south, what are the constraints are on those roadways. Because I'm not sure we're going to be helping matters. There's also one other dynamic that I think is the interesting that others are starting to look at. For as busy as the airport is growing and growing very rapidly, we're not seeing that same level of growth in other sectors around Broward County. And we're starting to take a closer look at why aren't the hotel associations blasting through the roof with the overnight stays and heads and beds and whatnot? There's an interesting dynamic in play here. We're still overwhelmingly a large origination and destination airport, meaning we're not getting all our traffic and people that are just flying in one airplane and walking up to another airplane and then taking off again. But why aren't some other sectors around the county seeing the same level of

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growth as we're seeing right now? So we need to fix our own house. In the process of fixing our own house, we need to seize the opportunity to make sure that we are well aware of what's going on in the County and all sectors and connecting to some of these other economic engines in a better way than we have done in the past. And we think we're actually at a place/poised and ready to do that.

- **Mr. Platt:** Just in terms of the sequencing, you know, sometimes things don't seem to go as fast as we would like them almost always the case relative to government, so while there's an advantage of us working with the CVB and the port, there's also a disadvantage and that you are somewhat handicapped by their schedule, which, you know, they've only been trying to do this port improvement project for the last 21 years. So you can't wait 21 years. From our perspective, there are some issues that are very obviously now issues that you've acknowledged. And I'm just curious. When you talk about sequencing parking, it's a travesty to see all these people lined up around the swale out around the spaghetti bowl and down US1 and out onto 595, which is a disaster waiting to happen in terms of accidents.

So the parking issue is a good example from my perspective of where you could also be embracing some P3s, some public private partnerships to get the private sector to step forward and do some things perhaps two, three, four, maybe even five years earlier than might otherwise happen if we've waited in the sequence of unfolding and financing and what have you. So one of the things that I would do in this process is keep an eye open for opportunities to present themselves with the private sector to step up and help you implement key components of your Master Plan.

- **Mr. Gale:** So just in about a couple of weeks, I'll be at a session and conference that is just geared to nothing other than P3 deals at airports. Because I do believe that as we move forward as an airport, the trick to getting all that capital improvement in place is not for the airport to go out and start floating bonds all over the place and increasing our debt service and having this rocket up as one of the higher cost/hub airports in the country. We have to be able to work with the private sector in order to deliver some of these improvements as we go forward. There is one thing -- and I'll go back to what I said in the beginning -- that I'm very, very keen on -- two things, actually, being imbalanced and that were currently not in balance were unbalanced, that he wasn't making reference to the airport CEO, that's the first thing.

The second is that we don't want to be engaged in a process that is ready, shoot, aim. There's been some missteps in the past here. As an outsider coming into this airport, I can tell you that there's been some missteps, but I don't want to focus in on what those missteps were, I really want to focus in on how do we get back on track and how do we make sure that what we're building tomorrow is going to actually accommodate the airport and the surrounding communities going forward in the future. So for example, this played out in the county commissioners chamber in the fall where Bright-line coming on-line that folks want to see a station at the airport; I want to see a station at the airport. I truly believe that our future is in a multimodal environment. And why would I not want a station that I can bring passengers to and send them off on their way? But at the same time, I want to protect access across that rail line to be about to get to either a multimodal center or get to the Port via a people mover system. They are not necessarily mutually exclusive goals. And we thought that we were there. We didn't quite get there, but we haven't given up. I'm still in discussions with FEC, and I'm looking forward to actually completing something in the future, if we can. But I felt it incredibly important to protect our ability to get across that line for the future of this airport. Giving it up today would be very short-sided. So again, not looking to do a ready shoot aim, actually, but let's get into the ready, aim, shoot mold here. And I think we're on the way.

This process has to go through its due diligence. There are other stakeholders that need to weigh in on this. We

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want to hear from not just all the regulatory agencies, but the community. And we'll be out with the public outreach sessions later on, I think in this fall, to actually talk about a few things. But we had to weed through all the issues that we're looking at and try to understand that fixing just our airport is not going to make us a very successful County when it comes to overall transportation. We have a few other things that need to be looked at in that process. So great stuff – P3s, connection to the port, connection to the convention center, brand new hotel going up over there, working with the partners at the chambers, not just in the greater Fort Lauderdale, the alliance, the workshop, working with all our partners to make sure that the plans that we're putting forward are, in fact, the best plans that we can lay forward for FLL.

- **Mr. Gale:** We've been working very closely with the Broward Sheriff's office. They have given us statistics on the number of violations and tickets that they've issued for those parking on the sides of the roadway. It's a mess. They've issued over a thousand, I believe last month. Parking is a game of cat and mouse, if you will. But there are things that they've advised us that overwhelmingly, the folks that they're ticketing out there by the numbers are the TNCs, the Ubers, and the Lyfts. And they're not folks that are going to be coming in to use the parking garage. What we are working toward is to reestablish a new, not only a dedicated TNC (Transportation Network Company) lot, which the board has approved going forward – and we do have a location for that eyed up already. It will probably take us about a year and a half. But if we can figure out the location on the airport early where we can work with Uber and Lyft and the other TNCs to establish a new geofence – right now, those TNCs, while they're parking on the side of the roadway up on US1 and other locations in the park and in the communities is because they have to be outside a geofence that's established around the airport. Our intention is to actually create a lot that can hold 3, 4, 500 TNCs and create a geofence around a lot. They must be inside the lot or you won't be able to get a fair command of the airport.

Hopefully, that will take them off the edges of the roadway; BSO will be able to more easily enforce, you know, some of the other illegal parking that's taking place out there, not for revenue purposes, but purely for safety purposes. The other thing that you'll see in the short-term improvements that we're going to do is we're going to relocate our existing cell phone lot, which is in a terrible location. It's only about 44 spaces. And we're going to construct a new cell phone lot, probably quadruple the size up to about 150 to 160 spaces somewhere slightly away from the entrance to the airport that's causing additional roadway congestion and some safety hazards. So there are some things that are going on in that arena when we talk about parking, roadway management, safety issues and such.

- **Mr. Platt:** Question: Once upon a time, a few consultants ago, there was discussion about the intermodal center out in the spaghetti bowl; and then, subsequently, there was discussion about taking the older garage and demolishing it in order to facilitate both the traffic flow – I mean, it would be rebuilt but be rebuilt in a way, in which you'd have perhaps more lanes, perhaps more levels, but also to be able to move some of the traffic through and under the terminal without having to go all the way around the horn, as it were. Are any of those discussions still part of your contemplated improvements? Those are maybe longer-term improvements, but nonetheless, it seems to me that that bottleneck at the top of your U there, when you're going around the interior roadway system is really, you know, there's just – you got to get over it in some way. *MR. RICONDO: We have improvements. The nice thing about coming into this is that you try not to look too much on what was on the past. You try to understand it so you don't end up reinventing the wheel, but you look at things a little bit with a different lens, if you will. We are looking at a lot of those improvements. The actions are the same – demolition of the Palm Garage, rebuild the Palm Garage. I can tell you you'll see that in this presentation shortly. The intermodal center of the loop is back in, but for different reasons, and you'll see what they are coming into it. Some of the things that you know that are things that we saw as problems and we try to find solutions for them – by-pass road was one that we wanted it do for Terminal 1 traffic,*

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but that created other issues in terms of distance. But we'll present to you what are the solutions that we're looking at that basically deal with the same issues. Some of them look like similar actions, just we're putting different things in its place to help alleviate the problems that you see out there. So, almost there.

- **Ms. Wingett:** When would you expect this new lane to be constructed? And we would be interested in finding information out and being part of it before you do that. **MR. RICONCO:** *I know this was part – and I don't want to speak for BCAD. Maybe this was part of the Board workshop. This is not going to wait for the master plan to be done. I believe they already have identified some opportunities for funding to do this work along with some other improvements I'm going to show you. And the idea is to have it, again, in place on or near 2020, as soon as possible.*
- **Ms. Wingett:** I would encourage you to do that sooner rather than later. And I'm happy to talk off line. Is it exiting? Where is it exiting though to? **MR. CASTILLO:** *It's exiting on Perimeter Road, and it's part of the airport.*
- **Ms. Wingett:** So will it provide any type of leeway to the cities to the south or refigure any of that? **MR. CASTILLO:** *Via Perimeter Road. We can talk off line.*
- **Dan Lindblade:** So I get the physical part of the expansion of the international gates that you're talking about right now, but can you combine that with the personnel required – immigration? You know, how many more personnel are we going to need to deal with that gate expansion? **MR. RICONDO:** *Well, and that's why is that – you see – even if the first phase works, the first phase of expansion is within the existing FIS (Federal Inspection Service function). This gets out a little bit further into the 20-year horizon. It goes hand and hand with that. You've got to make sure that you've the staffing to support a larger process, certainly. The assumption is yes, you need both – bigger facility, more staffing or as we've seen in the last five years in FIS technology has really improved quite a bit to kind of bridge the gap between staffing gaps and facilities.*
- **Dan Lindblade:** Right now, we're scheduled to ask for 55 new personnel for immigration or for customs. And that number, we get from you guys. So we base it on your expansion. If I know what it is, then I can tell them what we're going to do in 2025, 2030, whatever it is. **MR. RICONDO:** *Well, we can give you two sets of numbers for this. We can give you – for these concepts, we have the activity levels in terms of passengers that they're going to want, and we have the number of positions that are being staffed, whether it's in primary, or secondary screening. So we have the requirements exactly of what you need to serve that demand later.*
- **Mr. Stuart:** Since we work in five-year increments and seeing how this is going to the ultimate build, how is this going to play out in the five-year increments? I probably need to have that type of data provided. So how does that play out also in the phasing side? **MR. RICONDO:** *Correct me if I'm wrong, we have – and I think we might have shared or left out, we have the level of service graphics for each of the five-year increments. I believe that – which will start growing how the progression starts popping up, especially as we start fixing things on the airport. If I'm correct on this, I think everything – we have enough work to do on the airport through 2025 to fix a lot of the congestion that's here. And I think where a lot of the problems start popping up is in the 2025, 2030 time frame. So it's a little bit out, but it's still good to flag that.*
- **Mr. Stuart:** So what I basically need is to be able – this is marrying well as far as when you submit to FAA, perfect timing; however, those funding tables are going to have to be prepared, whether FAA approved or not, based on this analysis that you're doing now. Because I have to go out another – I'm adding another five years. Nothing's in the

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plan right now to mitigate your off site, you know, issue. So that all then needs to be put into a funding table for how I'm bringing down state and federal dollars to deal with that. So that goes back to the task that Dan is doing for you-all up in DC. I mean, I have to be doing a similar task as well. So I need to actually, kind of, understand how this is going to play out. Because FDOT doesn't just give Broward County money and say: Yeah, we're happy for you. So I need this phasing to be specific.

- **Mr. Platt:** In terms of the demolition of the Palm garage and the rebuilding of whatever's going to be built on that parcel, at one time, there was a contemplation that it could potentially, at least for (Terminals) 2, 3, and 4 and whatever eventuates in the future out of (Terminals) 2, 3, and 4 serve as a central processing unit, sort of the, what we call the mall of Pittsburgh model of a terminal so that people could get beyond security earlier and there would be a lot of other of amenities and concessions, and what have you in a reconstructed structure that would include value marking and maybe a hotel and maybe a so on and so forth, all the other things that you talked about. Is that still part of the discussion? *MR. RICONDO: George, we're somewhat doing that, but not in that fashion. What we are evolving into is a centralized process that wraps around the outside, but not in the middle. And I can tell you why we're not doing that is from a terminal, it looks good and it's a nice integration to put something in the middle. But if you go to, as an example – and Dave and I worked the different phases in the same airport – you look at that concept in Tampa, which is essentially that. It's a central hub that feeds air sides, their biggest constrain is landside. There's just not enough landside. So you could put the building in here. I think you're going to exasperate exponentially the landside constraints you've got there now. So we're trying to achieve the same idea, but we're doing it through the outer perimeter. We also have enough footprint in there to be able to tuck in an on airport hotel. So you could put the building in here, but I think you're going to exasperate exponentially the landside constraints you've got there now. So we're trying to achieve the same idea, but we're doing it through the outer perimeter. We also have enough footprint in there to be able to tuck in an on airport hotel adjacent to the parking or on top of the parking. There are two options.*
- **Mr. Rickerson:** If you think about it, when you look up there, even with the additional yellow roadway going around, that's being put in simply because of essentially beach front, the access of the curb to the terminal complex. We're trying to double that curb length. And if you put a central processor in, essentially, you significantly reduce that linear footage of area adjacent to the landside facility that's necessary for people enplaning or getting out to the curb from bag claim coming out. You're mixing in all the busing traffic and everything in a very, very constrained area creating significant friction at the points where those vehicles have to weave in and out to get to the roadway to the curb from the curb back to the roadway. So that's one of the constraints with the central processing system, is you take something that is right now struggling with considerably more linear footage and you try to handle that in considerably less linear footage with that simple processor.
- **Unidentified Speaker:** I think it would be very helpful for the committee members; and obviously, there's going to be some who weren't here today, who are on the committee as well to – if you-all would send us an electronically what you've presented to us today, I think it would be very helpful. And if you've got any talking points that go with it, that would be good too; okay? Thank you.
- **Ms. Davis:** Pete, from a funding perspective, where FDOT is concerned, we see you as an international airport, which is a good thing, actually. But when you first started in your introduction, you talk about preserving the airport's image and identity. And one of them, you talked about being a regional airport and the wants and the wants not, that sort

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of thing. With these proposed improvements, particularly the concepts 6 and 5 terminal improvement, will that continue to retain you as a regional airport? How do you -- what is the critical point where you surpass being a regional airport to being something else? Or will you curtail that through growth management or growth development? *MR. RICONDO: I probably should have clarified that. I think right now, when you look at the tri-county airport system -- Miami and Fort Lauderdale and Palm Beach, even, they have niches; they each have their niche in the region. I'd say you need all three to coexist. But Miami's pretty much an international hub for connecting international traffic. Fort Lauderdale, I don't think it was scripted or mapped out that way, but I think over time, it's just become a very prime airport to fly in and fly out of in terms of fair and frequencies for passengers. And I think you capture a lot of traffic from as far as down as Key West coming into Fort Lauderdale. So when I meant regional, I think it's just by default it's role. It's become a regionally reliant role by the tri-county area. It's going to grow; Miami's going to grow; Palm Beach is going to grow. I think you're going to need all three. And I think prior FAA studies have said you need them all 3 to be effectively developed and expanded to serve what is the population and demand in this area. I don't think -- I do not believe that -- and I'm paraphrasing a little bit. What we're trying to do with Fort Lauderdale is -- it's probably grown to a size much quicker by the virtue of its own success. And what we're trying to do is, in adding more facilities, it's also improving the way, in which even the current traffic is served. Better connectivity among the terminals is a big thing. Easy flow around the complexes is another thing and deconstraining the congestion. Those are probably the three big things. So I hope that's what we articulate when we go to the public is that we're not trying to make this a Miami. We're absolutely not trying to make this into anything. We're trying to see where this airport is organically going to continue growing, whether we want to admit it or not. And how do we not just expand for it, but make it better than what it is today, improve it to what it is so it's a comfortable airport to come in and out of. Ease of access are the key things.*

- **Ms. Yacinthe:** I've got a couple of questions. You mentioned that Fort Lauderdale is the fastest growing airport in the country. Operations per acreage is extremely high. Just through the master plan that we are currently working on at the Port, I'm just curious to know: Are you finding that airplanes are coming in bigger, or are there any anticipation of that? *MR. RICONDO: here's a couple of things pertaining to that. One is the airlines are trying to deal with gate shortages and limited capacity by getting more passengers in with the same number of planes, that's one. But they're also evolving the planes. Some of the older plans are being retired and some new planes are coming on-line, and some of those replacements have more seats to them. So you see passengers growing a little bit quicker than what the operations --*
- **Ms. Yacinthe:** So wouldn't that be a positive in terms of your operations per acre, if the planes are coming in bigger (Indiscernible) more passengers? *MR. RICONDO: It is good from an airfield standpoint. It's not necessarily any better from terminal gates and landside.*
- **Ms. Yacinthe:** Also, have there been any discussions about -- it's a 24-hour operation of the airport. Any discussion of may be having midnight flights, 2:00 a.m. flights? *UNIDENTIFIED SPEAKER: I'm just thinking that's one option to look at. Because again, I mean, our issue has always been midweek cruising. But we are looking into that as far as, you know, our passengers are maybe considering a Wednesday cruise. But I'm thinking from the airport perspective, you're looking at maybe midnight flights, maybe the tickets are less expensive. It has a way to reducing your operations, again, thinking about your acreage. MR RICONDO: And you're thinking the right side. From the airport standpoint, they like to spread the demands much as -- that would be ideal. If you had a peakless (Indiscernible)*

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airport, that would be, not realistic. But the problem is the markets that the airlines are serving – you know, unless you got into international travel where you're serving flights that work well with those time zones, a lot of the domestic flights on the midnight, flights may be cheaper, but you may find very few passengers willing to fly that. As a result, the airlines may not add that service.

- **Ms. Yacinthe:** Your slide on 61 talked about as far as a doughnut is concerned. The option 2, but it didn't discuss option 1 and 3 for that site. **MR. RICONDO:** We looked at potentially an intermodal facility. That slide was option 2 from the intermodal facility side. We also looked at expanding east of the rental car center.
- **Ms. Yacinthe:** Okay. Because you also mentioned something about a Seaport. **MR. RICONDO:** This is options for an intermodal center. Two small, other better uses. It looks real good right now. The orange line, which is the rail line – phase 1 is what you see in orange, an on airport system. Phase 2 is going from the on airport to the doughnut area; Phase 3 is going from here all the way to the Seaport – or to the Port Everglades.
- **Ms. Yacinthe:** Is that via connection from another project or that via APM from the airports? **MR. RICONDO:** Yes. That's just looking at the original idea of the APM concept from the airport.
- **Mr. Lalanne:** Very quick question, Pete: For the automatic people mover, will this be a free service just like the Miami Metromover? **MR. RICONDO:** Right now, the on airport circulator will be a free service for the airport passengers. Everything that comes into phase 2 or Phase 3, I think that is going to depend on funding availability and how much for fee funds are needed to fund that. But right now, the on airport one will be free to passengers.

Attachments:

PowerPoint Presentation (FLL PAC #2)

Distribution:

15-04-0902-F1.8-1120

Meeting Attendees/PAC Committee Members

Read File

P:\BCAD\2015 Master Plan Updates\01 - FLL Tasks\J-8 Phase I Stakeholder Engagement\Meetings\PAC-TAC #2\Out-Box\FLL PAC-TAC Meeting #2\Draft Mtg Notes_FLL PAC Meeting #2_2017-0710.docx

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Appendix A.5
Technical Advisory Committee Meeting – July 10, 2017



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

July 10, 2017

Technical Advisory Committee Meeting #2

2:00 p.m. – 4:00 p.m.

15-04-0902-F1.8-1120

Secret Woods Nature Center

Facilitator:	Pete Ricondo	Note taker:	Nicolete L. Booth, Stenographer
<u>Attendees:</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>
Pete Ricondo	Ricondo & Associates	p_ricondo@ricondo.com	305-260-2727 x251
Jacob Bowers	Kimley-Horn	Jacob.bowers@kimley-	440-227-8815
Jill Capelli	Kimley-Horn	jill.capelli@kimley-horn.com	(954) 535-5107
William Castillo	BCAD	wcastillo@broward.org	(954) 359-2291
Derrick Chan	Broward County Transit	dechan@broward.org	(954) 232-4330
Theodore DelNegri	FAA FLL ATC	theodore.delnegri@faa.gov	(954) 921-9200
Priscilla Diaz	BCAD Finance	prdiaz@broward.org	(954) 359-6127
John Dohm	Florida Transatlantic Holdings	john@jdohm.com	(954) 557-3646
Gasser Douge	BCAD	gdouge@broward.org	(954) 359-6973
Maribel Felciano	BC Planning &	mfeliciano@broward.org	(954) 519-1424
Jonathan Ford	FDOT	jonathan.ford@dot.state.fl.us	(954) 747-4380
Peter Gies	Broward MPO	giesp@browardmpo.org	(954) 576-0048
Carlton Harrison	City of Ft. Lauderdale:	charrison@fortlauderdale.gov	(954) 828-4955
Kevin Haas	BCAD-RLL/GT	khaas@broward.org	(954) 359-6137
Clarrisa Ip	City of Hollywood	cip@hollywoodfl.org	(954) 921-3915
Heuena James-Rendleman	BCAD	hrendleman@broward.org	(954) 359-6128
Rob Kelley	BCAD	robkelley@broward.org	(954) 359-1221
Roy Liddicot	BSO	Roy_liddicott@sheriff.org	(954) 448-5433
Daryl Lynem	Delta	daryl.lynem@delta.com	(954) 635-1030
Lorraine Mayers	SFWMD	lmayers@sfwmd.gov	(954) 452-4814
Laurie McDermott	FDOT- District 4	laurie.mcdermott@dot.state.fl.u	(954) 777-4497
Brian Miller	Delta	brian.miller@delta.com	(404) 715-6967
Douglas Notman	TSA	doug.notman@tsa.dhs.gov	(954) 459-0312
Ron Oster	BCAD	roster@broward.org	(954) 326-8557

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Michael Parkinson	Jet Blue	michael.parkinson@jetblue.co	(646) 996-0151
Craig Pinder	City of Fort Lauderdale	cpinder@fortlauderdale.gov	(954) 828-5295
John Pokryfke	BCAD	jpokryfke@broward.org	(954) 359-1214
Arceli Redila	City of Hollywood	aredila@hollywoodfl.org	(954) 921-3471
Dedrie Registe	BCAD Parking	dregiste@broward.org	(954) 359-2453
Dave Rickerson	Kimley-Horn	dave.rickerson@kimley-	(407) 404-0755
Yohaiva Sanchez	American Airlines	yohaiva.sanchez@aa.com	(305) 815-7101
Karen Warfel	City of Fort Lauderdale	kwarfel@fortlauderdale.gov	(954) 828-3798
Waskiewicz Richard	BCAD Maintenance	rwaskiewicz@broward.org	(954) 359-7292
Chon Wong	FDOT- District 4	chon.wong@dot.state.fl.us	(954) 777-4659
Natasha Yacinthe	Port Everglades	nyacinthe@broward.org	(954) 468-0213

Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

- Mr. Castillo:** Good afternoon. Thank you for joining us for our second Technical Advisory Committee for the Airport Master Plan Update for Fort Lauderdale Hollywood International (FLL or the Airport). We have a lot to cover, a lot of information that we would like to share with you related to the ongoing demand capacity analysis and forecast information and some alternatives that the Ricondo team has put together.
- Mr. Miller:** Pete, this looks like you put in the traffic systems. That video looks like you have the roadway systems, but no upper level pedestrian bridges; is that correct? *MR. RICONDO: Not yet, because we haven't fixed anything yet. We just confirmed here that the do nothing alternative is probably not in the making. I won't bug you with this, but unlike the terminal concepts where everything looks nice and cohesive, this is like every segment that we've looked at -- and this is where we will fix one thing and we found the gridlock happening elsewhere and we didn't fit them all on the screen, but I would say we would probably have two to three times as many of these options looked into for each section. We're not going to go over all of those, I'll show you which are the ones that look the best.*
- Mr. Pokryfke:** Question with your expansion of gates: In your analysis, have you also taken into consideration RON (remain overnight) parking? As we sit here today, during the season during the weeks, I park at least 20 additional aircraft above gates, and that's including piggy backing on existing gates. Some of your concepts take away the existing ROM parking, but I don't see any replacement for it. So is that part of your analysis as well? *MR. RICONDO: Yes. We definitely define gate and hard stand requirements collectively as when we go into selecting the preferred concept and trying to find areas where we can restore hard stands in close proximity of where the gates are, particularly the ones that we're adding. Where we're finding areas that are limited for adding the hard stand is in the terminal 1, terminal 2 area. The five gates that come on-line there kill the hard stands that were in that area.*

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So that's the area where we obviously just run out of real estate and we can't get anything more in there. The goal is to keep the hard stands in close proximity to the gates so you're not tugging and moving everything all over the airport. So we're definitely looking at it. We realize we're impacting a few areas, and we realize we've got to restore hard stands because they're part of the system.

- **Mr. Pokryfke:** Also, with some of the expansion in the concepts that you've, you're moving the movement -- nonmovement area boundary line further and further away from the terminal building, which is actually putting the transition from the runway, you have one parallel taxi way before you're to the gate. Have your analysis looked at the traffic flow? Have you spoken to T.J. about traffic flow off of the runway to that gate and that transition from ATC to ramp control? *MR. RICONDO: No. We have not done yet. We have to do that, but we have not. And that's a very valid point, and that will be something that we'll get into the next stage of where we're at right now.*
- **Mr. Pokryfke:** Okay. And one more question: In your Concept 2, you talk about replacement of the Palm garage. In there, as you talk about demolition of that Palm garage, is there identifying replacement parking of that parking garage of the 22 hundred spaces that we have there? *MR. RICONDO: Yes, there is. There's concepts for how to mitigate the parking while you're implementing. A lot of it is going to depend on the timing when you do the demo. You've got the 4,000 spaces is (Indiscernible). The more you push out the Palm garage development, the greater need you've to bring in that 2500 space capacity whether it's in the area of the Avis lot that we showed you about or the donut area or somewhat in that area. It won't be as convenient while we're rebuilding that certainly, but yeah, we're recognizing as the timing and the demand for parking with the supply, we're tracking that closely. The requirements that you saw are also quantified in increments, so it's beginning to phase development in a manner that keep what needs to be in place during each phase of development.*
- **Mr. Kelley:** Okay. So he asked a couple of my questions already, but the thing that I had a concern about was: Your estimates on wide-body aircraft and what the future and forecast is for that -- because your concepts were only showing, I think a maximum of four wide-body gates; is that correct? *MR. RICONDO: In many of those concepts we showed, generally what a representative layout of what it is, but along that phase of -- let me get the diagram up. I'll tell you exactly what we're referring to. Show me the ultimate build out. Okay. That works. So I'll pick on this as an example. The taxiway system that they're preserved in here is been configured with the intent to do these parking positions as Airplane Design Group (ADG) V, to make all these wide-body capable, if we need it, apron depth wise. We have the same thing around this leg (indicating). So we're trying to -- and we did the same in all these concepts. If you look at this separation, that plane, as we showed there, is a 737 airbus 321, general wingspan in size. This separation is far greater than you need to have a dual (Indiscernible) system for that type of aircraft. The reason it is such is because the apron depth is at about 300. I think it's a 300 foot apron depth, maybe a little bit more. And then, we have a dual ADG V taxi way system that we're preserving in there. So you could consider these as, and in many cases, a large majority of the new gates we're bringing on-line, swing gate capable in terms of wide-body to narrow-body.*
- **Mr. Kelley:** Well, I appreciate that you're doing group 5 dual lane taxi ways and we have swing gate capability. The issue is for us now that we appear to be moving into a wide-body global market. So my question is: Have you forecasted that? Because the last thing we need is to be expecting 75 to 95 gates and they're all, you know, standard 321 size aircraft and then we wind up having to take out two gates for every one wide body that comes in here. *MR. RICONDO: The forecast are based on the Accelerated Baseline Forecast: But separate from that, from the facility standpoint, the separations we're keeping and the aprons that we're keeping is to exceed even the forecast that we*

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have because it could be greater even than what we've projected. So we wanted to make sure that the facility had some more inherent flexibility to it beyond the forecast.

Mr. Kelley: Okay. Second question I had for you was relocating the ARFF (Aircraft Rescue and Firefighting) facility, given the fact that we're expanding our facilities, obviously, we're going to need more ARFF capabilities, so you've taken into consideration the fact that we're going to need additional medical units, additional structure units that are going to have to go in through this new facility? **MR. RICONDO:** *I have not, because we haven't sized it yet, but we're absolutely assuming that a replacement facility will be greater because it needs to have a higher level of activity.*

- **Mr. Miller:** So as you're looking at the intermodal facility, you referenced Miami, which takes it off site over to the Tri-Rail system. Are you contemplating taking the APM out over to the intermodal station on Griffin where the Amtrak is today or are you planning to keep that on airport? **MR. RICONDO:** *On airport. The orange is all the non-airport circulator, and the only corridor you see going off airport was that dashed line to the donut. And then, it will follow essentially what was formally the Sunport corridor over to the Port Everglades.*
- **Ms. Warfel:** Is there any plans to connect to that future transit at all? **MR. RICONDO:** *The idea now is to have as best plans – allow transit coming in here, we also have a couple of the rail lines. So this station is flexible shift over to add a station to be able to connect to any of the rail system that may have another station in this area. So don't think of these stations as totally locked. The transit connection is more in the intermodal hub in that donut area. That was another reason for the APM to go out to that point. Or let me take a step back. This is also fluid in this general area. So we have two stations just east of the airport and just off airport that's intend today provide connectivity as well to other transportation uses. One of the goals of the master plan that deals with a lot of modes of transportation coming east of the airport but not into the airport. So as we're looking to provide connectivity on airport, we're also trying to push that connectivity to touch those other modes, so you would have that direct line into the airport as well.*
- **Mr. Douge:** If you go back to your concept map again, the three concepts that you had in your final configuration. Now, I see all of them so close to the taxi ways north and south on the airfield. Have you looked at the impacts to the airfield? **MR. RICONDO:** *Well, in all of them, I think what we've attempted to do is keep an area to push back. We know we've got dual taxiing systems that go this way, preserve that piece in addition to the south taxi way. In the schemes that we had, I think we're going to refine so that it's like this indicating, where you're not pushing back into the taxi way itself. I think it will be -- here, we had a push back area, so we might tie in this way and try to planes tighter or keep a push back area in here as well before you get into the taxiway some.*

Mr. Douge: The other question I had is: What would be the advantage of the APM? **MR. RICONDO:** *As a circulator, it will improve connectivity and ultimately could also reduce the amount of vehicles on airport as well or commercial buses, thinks of that nature, possibly even private over time.*

Mr. Douge: It's a big investment, so there has to be a cost benefit to see what it brings to the airport in terms of benefits.

- **Mr. Miller:** Have you considered taking the rental car out of the garages to create the parking necessary? **MR. RICONDO:** *Yes, we've looked at all of that. We've looked at moving it south of the existing consolidated to the old Avis lot; use that for public parking. We've looked at moving it to the intermodal station, which is what the original*

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concept was. There was a rental car there. That's still all into play. The biggest thing that most people don't realize, that we've looked at is we started doing the numbers on this. When you take that – that action is actually tied with the Palm garage. When you take that capacity out and you restore it, you get a lot of parking capacity. If you build the Palm, now, you're going to end up having a surplus parking capacity by 2035. If you make the decision before that, you may not need a lot or maybe any of the Palm garage parking, if you make that action and put the rental car. But now, you've pushed all of the parking east and you're taking all of your terminal development further west, it's not going to be in close proximity. If you have the APM system, that connection is a little bit easier. So all these decisions kind of start tying together a little bit. But yes, we're looking at – we're not discarding anything right now. We're looking at all those options.

- Ms. Felciano:** We have a very limited space, and we keep focusing on adding parking, which is going to bring more traffic to the area. Anywhere you fly in the U.S., most big cities, you can park off site and take a system, a people mover that takes you into the terminals. I think it's real important that we continue to explore those options. We have parcels to the west that can be used for remote parking and you can expand the system, the multimodal definitely. But I think we keep thinking about adding more parking, which is going to continue to add more traffic in that very small footprint. *MR. RICONDO:* One of the comments we made earlier is that we are looking to – looking for opportunities to push some of these facilities off airport. So a scenario may be that we've looked at: Can we find a parcel of land to add an economy lot that is tied to that Phase 3 or is tied to phase 2 of the APM to bring folks in. That's one option. Rental car is another option that ties into to that. Right now, the easier, at least in the near-term, accommodating the parking in the core terminal area is probably the easier path to quicker delivery of parking facilities. But to your point, we're not discarding that, we're absolutely considering options to use the APM as it goes off-airport to tie into parcels of land that could provide parking benefits, whether it's public or whether it's employee, rental car, if it's in the donut area may be an option. All of this requires a big chunk of land and there's just not that much land available east of the airport.
- Ms. Felciano:** And my second question was related to your outreach timeline. When is that going to happen? We have a bicycle and pedestrian advisory committee that would like to receive an update on the master planning process, because they're very interested in the connections to the outside transportation facilities and so on. *MR. RICONDO:* I think Mr. Gale mentioned this morning that he wants to start doing those in this fall. I don't know if he meant late summer early fall. We wanted to get to point where we had just enough information for people to react to it without showing anything drawn on paper that the ink had dried already. So I think we're pretty close to that. We've got to answer a few more of these questions, but we're close to going to the public and presenting some of these concepts.
- Mr. Notman:** I'd like to request that you put up the slide with the three short list (terminal) options. We've opened Concourse A. The airplane's opened Concourse A here in the next week or so. And we've added five new gates with no new baggage claiming capacity in the terminal. I don't know how that happened, but I want to strongly encourage that you factor in – if we're going to double the number of passengers in the next 20 years and increase the number of gates from 66 to 98 or 99, 50 percent increase in gates, we have to increase the size of the screening areas. On all of these three concepts, new gate space is focused to the west. So that's going to mean substantial new passenger screening facilities needed in terminals probably 3 but maybe 3 and 4 and also baggage screening facilities. So I would urge you to model that. Some of the new solutions that TSA is rolling out include the automated screening lanes with the automated returns. All of those require a larger footprint. That's fluid right now with new vendors being certified on a – it seems like every week a new vendor's getting certified. But that's all got to be

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factored in and included in the footprint.

- **Mr. Notman:** A follow-up question -- the above-ground pedestrian walkways. Do you have an idea of what percentage of passengers would use those versus coming across on the ground level through the pedestrian crossway? *MR. RICONDO: It depends on whether the option is available to cross at the ground level or if it's totally eliminated and your only option is likely to go up. That will vary, absolutely.*
- **Mr. Notman:** So if you had no option but to go up, it's possible that you could go up with your screening facility also and build a screening hall on a third floor; right? *MR. RICONDO: Yes. Absolutely.*
- **Mr. Annunziata:** I think it becomes especially important if the Sunport comes into play, because you're talking about a lot of customers on weekends with cruise traffic that I think would start looking at the -- checking in the bags remotely. I think that becomes a very viable -- I think if we can look at Orlando and the Disney Magical Express and what Bags Inc. is doing up there, they would probably ratchet that up. So I think those facilities -- I think you should probably ask Bags Inc. to kind of come into play or a company that's doing remote check-in. Because I think that becomes especially attractive for them if they can get people from one point to another without their bags. You don't want to -- I don't think we want to short change ourselves in that facility being able to check-in folks upstairs.
- **Mr. Annunziata:** Even from the busing standpoint too, I think -- you're talking about just one intermodal piece; right, so you have multiple stations that you can move. Think of buses coming to the either of those that are not coming -- because that's where a lot of the congestion comes today with the GTAs. So think about if there's cruise traffic or they can send the transfer buses to one of those intermodal sites, I think that it might be useful to have that in the near-term; right? Just the remote check-in upstairs -- not the remote check-in, the security. Because I think if we can do that and we tie it right, I think -- I always go back to: We have the closest port to the airport of anybody. You can throw a rock, but it's a real pain in the neck to get to the Port. So I think that's something that we need to, if we're going to keep in time with, say, Miami and/or Port Canaveral.
- **Mr. Waskiewicz:** Especially with the Terminal 3 being pushed further to the west, is there consideration for a central utility plan? *MR. RICONDO: Not yet, but we can include that in there. We've had a hard time convincing some folks that pushing T3 to the west is a good option. I think we just got to the point where he's going to let us leave that on paper. But that concept, in particular, to your point, the central utility plan is probably going to be beneficial for that or complex the way we've configured that as a (Indiscernible) terminal, if you will once we build this out.*
- **Mr. Waskiewicz:** And then, I guess working forward, if we're looking at imploding or reconstructing the Palm garage, there might be some opportunities for a central utility plan in there, which obviously may take up parking, but there's also different ways of handling that as well.
- **Mr. Harrison:** I used to run the APM system in Atlanta. And you mentioned cost benefit analysis. In 2009, we opened up the sky train system, which is about three miles long and we built three stations to the tune of around \$53 million; however, that system moves about 3,000 passengers per direction per hour. So cost, yes; but benefit, it moves a lot of people. And the system inside the terminal moves about 10,000 passengers per hour. So it really helps. It's a big benefit to Atlanta, and I think any airport that has an APM system would definitely champion it. And I'll also remind you that there is an O&M charge on the back end. But Pete, great presentation as always. But I did notice a third runway. Did that ever cross the table at all? *MR. RICONDO: Luckily for us, we did not, because we didn't need*

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it within the 20-year horizon. I think a lot of that has been looked at, either master plans that (Indiscernible). The bigger change is going to be – and it's always been looked at in the context of: How do you get another runway in here? And the controversy, that's huge and big by itself. But the bigger thing you've got to worry about is: Can 1400 acres support another runway? And if you get the other runway, you want to be able to build terminal facilities and landside and everything to support it. That may get tricky. You may go through a lot of things to get the third runway. By how much can you leverage the third runway? Because you just have a very limited acreage to build all the other facilities.

- **Ms. Warfel:** In terms of the TNC (Transportation Network Companies) and cab additional parking, what was the timeline addressing that? *MR. RICONDO: TNC is something that the airport is looking at now. They'll probably be in place before the master plan. They're looking at a location for some TNC parking. I think they've got a couple of options they're looking at. I think it's east of the airport or close to the entrance. That's going to happen sooner rather than later. The cell phone lot, which will quadruple in capacity, will be hopefully before 2020. It's part of the 2020 improvements right now.*
- **Ms. Warfel:** Because it is currently having pretty adverse impacts between the parking along U.S. 1 and then for the City of Fort Lauderdale, we're having problems with both cabs and TNC's parking in our parks – Snyder park especially and the impacts of that and garbage and things like that. So there's definitely obviously a need for them to park somewhere, and they're finding wherever they can find to park.
- **Ms. Warfel:** Is there a capacity now for the short-term parking? I know I, by accident, found that the first half hour is free. And I don't know if there's the ability to, kind of, advertise that more to help reduce some of your congestion circling around. I think it's a great feature that you offer – or that the airport offers to be able to park and then go meet your guest and pick them up and come back out and not have to worry about circling and circling and circling. *MR. RICONDO: Yes. I think what they're trying to mitigate that with is the cell phone lot expansion. If you've the parking numbers, you'll get a sense of the hourly parking demand.*
- **Ms. Warfel:** I just think it's a really cheap and easy way to mitigate some of that circling traffic, just advertising it better so people know. *MR. RICONDO: So before we get away from that question, we actually – that kind of starts giving you a sense of the parking capacity of the demand areas, but I realize we don't have the hourly numbers circulated. So I think it's not as open as it was. And that's why I think the cell phone lot, the replacement larger cell phone lot has been the better option.*
- **Ms. Registe:** Two of your questions – your comments, you stated that the employee lot and also the economy lot – you'll be bringing that back. Do you have a timeline on that, bringing it back toward the east (audio interruption)? *MR. RICONDO: Thank you. I'm glad you clarified that. Those are goals, not even timed out yet. Let me clarify. The economy lot was one that, in this presentation to the County Commission. There's been a lot of comments raised that: Why did you get rid of the economy lot? Find a way to bring it back. I heard that comment loud and clear. Where we're reestablishing the economy lot near-term, that's what's being looked at now. Now, longer term, what I said is, from our standpoint, ideally, we'd like to get, as a permanent location, the economy parking and the employee parking on the east side of the airport. Again, the challenge is finding enough land to serve all that. And the perfect scenario – let me paint even the easier scenario – is not just bring it east to the airport, but be able to use that land to bring everything into the airport rather than buses. That's what we're looking at now. Our goal is to bring everything east, but we don't have the solution and we don't have the timeline now. There will be a sooner solution to create*

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an economy lot on the west side somewhere. That's more feasible, which will be close to what it was in terms of location and functionality. But that still hasn't even been determined, located, and acted on yet.

Attachments:

Distribution:

PowerPoint Presentation (FLL PAC #2) 15-04-0902-F1.8-1120

Meeting Attendees/TAC Committee Members

Read File

P:\BCAD\2015 Master Plan Updates\01 - FLL Tasks\I-8 Phase I Stakeholder Engagement\Meetings\PAC-TAC #2\Out-Box\FLL PAC-TAC Meeting #2\Draft Mtg Notes_FLL TAC Meeting #1_2017-0711.docx

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Appendix A.6
Public Workshop – February 15, 2018



FLL Master Plan Update

Public Open House Workshop #1 (Held on February 15th, 2018)

February 20, 2018

Comment #	Comment
1	NAME: Charlotte Rodstrom PHONE: 954.648.0520 EMAIL: cerodstrom@aol.com RESIDENT COMMENT: Concerns over flight patterns and impact on neighborhoods.
2	NAME: Yosef Benson PHONE: 786.376.3548 EMAIL: ybenenson2@gmail.com BUSINESS COMMENT: great!
3	NAME: Chris Bolender COMMENT: Expand Parking / Less Delay
4	NAME: Ami Zelcer PHONE: 954.248.0480 EMAIL: ami@shorelineaerospace.com ; RESIDENT/BUSINESS/GOVERNMENT/AVIATION RELATED COMMENT: Very nice presentation. We look forward to be part of it.
5	NAME: A Green PHONE: 786.395.5559 EMAIL: Adrian@shorelineaerospace.com



6

COMMENT: Need 10 hangars for narrow bodied MRO ABC+D checks NW corner. Take down LYNX Building for free land. We are prepared to be sub master planner on all this project.

NAME: Larry W. Genet

PHONE: 305.807.0004

EMAIL: larry.genet@cbre.com

AVIATION RELATED

COMMENT: There is massive demand for warehouse space in S.E. Fort Lauderdale. I represent national developer who is very interested in PPP with BCAD to develop the LYNX, UPS + Green Space retention areas on the NW corner of the airport into state-of-the-art distribution space that will serve to support FLL. A zoning of AIP just like FXE has wanted to ensure proper use of the facilities. Thank you. Larry Genet

7

NAME: Dale Wilson

PHONE: 954.722.7296

EMAIL: realptysolutions@aol.com

RESIDENT

COMMENT: There does not seem to be any changes from a similar meeting that was held in Plantation in 2017. The meetings should have models of the airport with proposed changes.

8

NAME: Robert Ross

PHONE: 954.318.0624

EMAIL: ross@rossengineers.com

BUSINESS

COMMENT: Ross Engineering- Civil Engineering CBE Firm / Looking for teaming opportunities.

9

NAME: Aimee Schmakle

PHONE: 786.302.5509

EMAIL: aimeeschmakle2002@yahoo.com

RESIDENT

10

NAME: Nicholas Bryant

EMAIL: n.s.bryant09@gmail.com



- RESIDENT
- COMMENT: I found this evening's workshop very informative. The consultants were helpful + answered all questions I had. My biggest concern is traffic in & out of the airport, but it seems some good solutions are in the works.
- 11 NAME: James Kanter
PHONE: 954.997.0371
EMAIL: james.kanter@tylin.com
BUSINESS
COMMENT: Very well organized event. Clear useful information well presented. Look forward to the next one.
- 12 NAME: Douglas Bushey
PHONE: 561.727.9944
EMAIL: fadaf7@yahoo.com
AVIATION RELATED
COMMENT: The outlook showcased today was phenomenal. It is hard to believe how much FLL will change in a matter of 20 years. From infrastructure to its airspace, the commodities, innovations and the amount of increased traffic will all be just interesting to see flourish. I can't wait to see FLL 20 years from now!
- 13 NAME: Howard Frank
PHONE: 954.455.1770
EMAIL: frankh1h2@comcast.net
RESIDENT
COMMENT: 1. Failure to have a finance plan for immediate widening of terminal roadways.
2. Suggest removal of lot floor of parking garage to widen roadways due to UNSAFE congestion.
3. Post a complete airport financial report annually.
- 14 NAME: Mike Stine
EMAIL: mike.stine@jetblue.com
BUSINESS



- COMMENT: JetBlue is fully supportive of the Master Plan and hopes it can be accelerated.
- 15 NAME: Victor Bardales
PHONE: 813.810.0093
COMMENT: Good work, appreciate the opportunity to see the work of our government.
- 16 NAME: Peter Gies – Broward MPO
PHONE: 954.876.0048
EMAIL: giesp@browardmpo.org
GOVERNMENT
COMMENT: Please ensure that bicycle/pedestrian connections are addressed through this Master Plan (i.e. Perimeter Road or some other means). Please ensure Ramp G improvements (based on Kimley-Horn traffic study) are also considered as part of the plan.
- 17 NAME: Kevin Sosinsky
PHONE: 561.613.1354
EMAIL: ks@cherokeecorp.com
BUSINESS
COMMENT: Great informative presentation
- 18 NAME: Erik Nevgaard
EMAIL: enevgaard@broward.org
GOVERNMENT/OTHER- Port Everglades
COMMENT: I am interested in potential impacts to our (Port Everglades) environmental resources, such as our least tern nesting colony. Thanks.
- 19 NAME: RJ
EMAIL: gottal@hotmail.com
RESIDENT
COMMENT: Very impressive presentation and future plan for the Airport- however please incorporate a walkable (safe sidewalk) of the airport. Please & thank RJ
- 20 NAME: John Gurley



- PHONE: 609.217.8988
EMAIL: av8orman@aol.com
COMMENT: Very nice presentation! Thank you. Please give consideration to completing the perimeter road sidewalk. It currently goes to the circle from the Griffin Road intersection and stops. If completed it would allow Mellulula Gardens residents to walk to + from the airport (to terminal 4) thank you very much!
- 21 NAME: Nicholas Sofoul
PHONE: 954.357.6644
EMAIL: nsofoul@broward.org
GOVERNMENT
COMMENT: Please provide a N-S connection for bicycles to replace the perimeter road bike lane project. Consider a buffered bike lane that runs east of the airport runway. Such a facility is critical missing link between downtown + Dania/Hollywood.
- 22 NAME: John Dohm
PHONE: 954.557.3646
EMAIL: john@jdohm.com
BUSINESS
COMMENT: Great presentation; comfortable location; friendly knowledgeable staff; wonderful graphics!
- 23 NAME: Cliff Germano
PHONE: 954.639.6030
EMAIL: cgermano@bellsouth.net
RESIDENT
COMMENT: The drop off & pick up of passengers currently is borderline criminal. You have all types of transport picking up in the same place at the same time. Shuttle busses, taxis, hotel busses, tour busses, private cars & now Lyft & Uber. Other airports segregate different types. Private cars should be in one location, taxis, shuttles somewhere else, and Lyft& Uber somewhere different again. Other airports around the country are not as bad. Las Vegas for example has one section for shuttles, one for taxis and private cars picking up relatives do so in the parking garage. They eliminated the first row of parking and put in 2 lanes for people to wait for their friends/relatives to walk across the driveway into the garage. They



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give 1 hour free parking. It eliminates a lot of congestion. Just one idea. In any event something needs to be done now. Also this time do not forget an exit to the South. Thank you.

NAME: Karen Warfel

PHONE: 954.828.3798

EMAIL: kwarfel@fortlauderdale.gov

GOVERNMENT

COMMENT: I am concerned about the lack of consideration to traffic impacts on the airport with a plan to almost double the number of passengers. Mitigation needs to be done.

There also needs to be a bike path included by/through the airport that is cut off by the airport. The County cancelled the Perimeter Rd Project to wait for the Master Plan but it is not being included now either.

25

NAME: Barbara Magill

PHONE: 954.522.1839

EMAIL: lauderdaleharbors@gmail.com

RESIDENT

COMMENT: Concern with the increase in flights projected and the noise it is bringing to nearby neighborhoods.

26

Received via email on 2/13/18 5:17 PM

NAME: Ronald Abraham

EMAIL: rona0741@yahoo.com

COMMENT: Unfortunately I am unable to attend the workshop Thursday, February 15.

However, I suggest trying to emulate DEN (Denver Int'l Airport). Old waiting area very poor—but not dangerous as is FLL. New one at DEN is excellent (& potentially profitable from food concessions, etc).

As is, FLL waiting area is very small, hard to find, & encourages much illegal parking. It would be nice to act before people either get killed or seriously injured.

As a retired Broward financial businessman, current chair of Broward County School Board Finance Advisory Committee, I would volunteer to participate in a working committee.



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If interested, free free to do a search: Ronald H Abraham CLU ChFC for my bio.

Received via email on Thursday, March 01, 2018

NAME: Josie P. Sesodia (AICP, Director Planning and Development Management Division)

EMAIL: nsofoul@broward.org (on behalf of Josie, JSESODIA@broward.org)

COMMENT: On February 15, 2018, Planning and Development Management Division (PDMD) attended the FLL Master Plan Open House Workshop. Based on the information provided at the workshop, PDMD respectfully submits the following comments:

- To provide safe multimodal transportation options, consider providing a buffered bicycle

lane or path that permits north-south connectivity between Dania Beach and Fort Lauderdale.

- Inventory County owned parcels close to the airport to find a suitable location for additional parking. Consider the creation of a new economy parking lot or structured off site parking in the current employee lot.

- PDMD strongly supports the signalized pedestrian crossings proposed for Terminal Drive that will permit safer pedestrian crossings between parking structures, rental car center, and main terminals.

Thank you for considering PDMD's comments on the FLL Master Plan. Should you have any questions please contact Nicholas Sofoul at (954)357-6644 or nsofoul@broward.org.

Received via email on Thursday, March 01, 2018

NAME: Art Seitz

EMAIL: aseitz2690@aol.com

COMMENT: Subject: Airport Bicycle Paths

Please include a comprehensive, user friendly, wide, safe, linked and connected buffered bicycle lanes and paths "grid" with suitable amenities at all Broward County Airports. Thank You. Art Seitz, BPAC



Appendix A.7
Policy Advisory Committee Meeting – June 22, 2018



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Policy Advisory Committee Meeting #3

15-04-0902-F2.12-1120

June 22, 2018

10:00 a.m. – 12:00 p.m.

Broward County Library
Stirling Road Branch

Facilitator: Pete Ricondo

Note taker:

Nieves Sanches, Stenographer

<u>Attendees:</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>
Pete Ricondo	Ricondo	pricondo@ricondo.com	(305) 260-2727 x251
David Ramacorti	Ricondo	dramacorti@ricondo.com	(561) 277-3715
Michael P. Pacitto	BCAD	mppcaitto@broward.org	(954) 359-6103
William Castillo	BCAD	wcastillo@broward.org	(954) 359-2291
Ken Coutain Jr.	BCAD Planning	kcoutain@broward.org	(954) 359-1599
Karen Friedman	BCAD	kfriedman@broward.org	(954) 359-6258
Brendan Cahill	Ricondo	bcahill@ricondo.com	(305) 260-2727 x162
Jill Capelli	Kimley-Horn & Assoc.	Jill.capelli@kimley-horn.com	(954) 535-5107
Natacha Yacinthe	Port Everglades	nyacinthe@broward.org	(954) 468-0213
Amie Goddeau	FDOT	amie.goddeau@dot.stat.fl.us	(954) 777-4343
Ryan Goldman	BCAD	rgoldman@broward.org	(954) 359-6216
Pricilla Diaz	BCAD	prdiaz@broward.org	(954) 359-6127
AJ Delgado		arjodel@att.net	(954) 303-5446
Leonard Vialpando	EPGMD	lvialpando@broward.org	(954) 357-6677
David Quigley	Town of Davie	David.quigley@daviefl.org	(954) 797-1075
Winston B. Cannicle	BCAD	wcannicle@broward.org	(954) 359-6181
George Platt	Broward Workshop	gplatt@lsnpartners.com	(954) 522-3588

Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

MR. PLATT: You know, they're going with the connectors for the other terminals now moving forward. Are there any plans for moving sidewalks? I've heard from people, for example, the connector between 3 and 4 is a very pretty long track. There's not a moving – I don't think there's a moving sidewalk there. Are there any plans for moving sidewalks on any of these connectors? For example, that one is a pretty long track.

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MR. RICONDO: Yes. That one probably would be staged to have it, George, because of the length, like you said. I can tell you, the other connectors are more near term. This is a bit kind of out into the future and I can explain the timing on that later on.

The one between T2 and T3 were not – they did look into having it, but that one is a pretty short distance, and it was driving other impacts by trying to accommodate those. I'm not certain if the one between T1 and T2 kept them. I don't believe they did, either. I think there are no moving walkways on the connectors that are coming in now.

In the Master Plan concept that we'll show you, that extends T-4 further to the west, we do have moving sidewalks almost the full length of that.

MR. PACITTO: George, you're making reference to that specific connector on Phase 2?

MR. PLATT: I just mentioned it in general. I've had some people comment to me about the distance going from 3 to 4 with that connector that is already open and operating, and, you know, obviously we all go to a lot of airports around the country where they have moving walkways, and so just in terms of passenger convenience, I didn't know if we had any such plans or not.

MR. PACITTO: No, I appreciate that input. The Phase 1 that you see is a concept that the airport is going to pursue. We believe that needs to be put in place as quickly as possible.

Phase 2 is more conceptual and Phase 2 may come to fruition, it may not, but the challenge that we've given Ricondo is that if – let's preserve the ability to have a Phase 2 on this, should this become a permanent.

So, to your point, I think that the overall development of Phase 2, that will be considered at that point in time, but that still remains conceptual.

MR. PLATT: And Mike and Pete, just in terms of a remote terminal, we haven't had since this airport was a little bitty airport back in the '50s, when everybody walked out to the plane, but in terms of a remote terminal, what are the drawbacks from that? For example, obviously it's over near the international terminal, the most international terminal, they're all international now, but would those flights be predominantly international? I mean, is there some way you can take what might be a disadvantage and turn it into an advantage by having it as sort of a specialized terminal?

MR. RICONDO: Yes. Right now, George, it is – we did look. We even questioned – that was one of the questions that came up as we were dissecting this, domestic versus international. This will be a two-level all domestic facility for narrowbody gates. We have talked about it, what happens long-term. This is intended to serve some of the more aggressive going carriers out at the airport today, and you can lump them all together into Southwest, JetBlue and Spirit, mostly JetBlue and Spirit were the ones that benefit from this. It will be an opportunity for them to gain capacity in the interim. Probably, in the long-term, once we build Phase 1 of the Master Plan, if it moves as planned, these may become commuter gates, they may become charter gates, they may become a smaller operator. We'll probably swap the players that are involved with that.

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And the timing of this connector may be set up – and I don't want to get too far ahead of myself, but one thing that we know in the Master Plan is that, in the long-term we're going to need a bigger FIS, because just the international is growing that fast. There is not enough room to expand the one that's there today in its current location. We will be shifting it to the west, and I'll talk to that when we bring up the next concept.

The next logical question is, we just built the FIS that's in that area. We will repurpose that. In fact, the lower level, which is basically bag claim, would become domestic bag claim for these gates, and the area on top, that houses the inspection services, passenger screening, when you come in, that will probably become more ticketing space, again, for these gates.

MR. PLATT: Pete, what's the scheduled of the east gate replacement on T-4? Is it open now?

MS. DIAZ: The east should be open.

MR. RICONDO: Thank you.

MR. PLATT: What would your timing be on the remote terminal?

MR. RICONDO: The remote terminal is something that we're trying to bring online in the 2021, 2022 timeline. That's our target, but – that's the time line.

MS. DIAZ: If you're saying, online, that's operational or start building?

MR. RICONDO: Yes, that would operational, and it's aggressive as it is, but the idea is, for that to start, you're beginning with some of the programing and design probably sometime over the next 12 months, and it may be two separate projects, programing first and then the design to follow.

MS. DIAZ: Okay. You had mentioned utilities. What do you mean by that? Is there enough fiber optic on all of these facilities to support new construction already there, because I know we currently have a utilities project for this campus going on?

MR. RICONDO: Yes. The challenge was getting the water, the sewer, sanitary sewer, the ones that support the building, to the west. It will be easier to gain those going to the east. And we're going to need to implement them going to the west eventually with the overall Master Plan, but it's not worth doing it just for the remote gates right now. It makes more sense to do it with a broader project, because it may disrupt operations and some of the taxiways in that area.

The Phase 2 component adds almost an equal amount of what Phase 1 is. When you look at both phases, it's touching nearly \$130 million. Right now, that's why they've been broken up into two phases, because I think the gates – bringing the gates into operation is critical.

Another reason why this area was chosen is because of that parcel, and you're going to see that again in a couple of slides. That is the former Avis lot. There is a desire, to the extent that we can get these gates in and preserve a good chunk of that parcel for future flexibility, just because there's a lot of changes going on the landside part of the airport

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operationally with TNCs and autonomous vehicles coming into play, the modes of landside operations is changing, but that really is the last open piece of land there, on the airport, that the airport controls, to support landside development, whether there's an expansion of the rental car facilities or more public parking garage, if that is the use that's needed.

Trying to lay out this facility in a way that preserves as much as we could on the yellow site was important. We can keep about eight and a half acres of that with the remote facility in place. Some of the costs that also went into this, it's deeper than you care to, but the 64 million also has some environment remediation in that area. Now, again, part of what was done in this last year was to have one of the companies that was able to go out there and do an assessment and quantify what that cost impact would be, about four and a half million. These are general renderings or illustrations of what the bus station will be, where the passengers will get in and off, just northeast of the T-4, and the cost of that facility is just shy of seven million dollars, with a busing operation of somewhere between two and a half to three million.

MS. DIAZ: Phase 1 started out with a certain amount. These two additional slides, this is in addition to the baseline amount?

MR. RICONDO: Yes. We're working our way -- excuse me, let me go back and answer your question. This one, we already had, and includes the environmental, the bus station. What you just saw in the next two slides are part of the 64 million, the bus station and the environmental cleanup at four and a half million. What is separate from that is the hardstand project, which is the one I mentioned, which is the replacements of what we call the RON positions. That's about eight million dollars, and that generally should be a project that has some pretty good FAA eligibility and probability, and may be eligible for a 75 percent grant with the FAA or 80 percent with FDOT.

This gives you the grand total cost. The \$64 million, basically this 72, when you take out the \$8 million and the RON hardstands, and then the future cost for Phase 2, when it happens for that connector, brings it to a total of about 130.

MR. PLATT: One of the things missing at FLL, we don't have any aircraft Maintenance, Repair, Overhaul (MRO) facility of any kind to service aircraft, and as we get more and more aircrafts that come in, from all over the world, and they need - if they do need to be serviced, other than doing it on the tarmac or over off to the side, as you all have historically done, is there any plan for -- BCAD to look at its MRO or are they talking to anybody or receptive to anybody who wants to come in and propose to build an MRO that might service these planes? I mean, I look at jetBlue alone, and the volume of increase in their traffic is very substantial.

MR. RICONDO: George, from what I understand, some airlines have spoken to the airport about MROs. We met with the airlines individually about a year ago to talk about purely their needs and support facilities, everything other than gates, which included MROs, TNCs, ground service equipment facilities, and none of them were committed or expressed that they were ready to take that challenge on or were looking for it. They always said, "Yes, it would be nice to have, nice to protect," and because of that, when we get later on into the campus drawing and the site plan, you'll see that we identify several parcels, that if you look at forecasts and you look at that plan, you would say, "Well, why are you protecting for cargo? Why are you protecting for MROs?" We did so, because we know those kinds of things don't work their way into a forecast. They just come up as an opportunity one day. We have preserved the flexibility to serve that. I've never, not

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once, hear BCAD considering themselves doing an MRO. That one, I know I've never heard from them directly, but we are protecting for it.

MS. DIAZ: We were talking about hardstand and how they're eligible for AIP funding and that's great, but when are we looking to buy these, because ultimately FDOT is always looking five years out. To find out the year before, the year that we're budgeting, oh, now we need them, sometimes we can't get the funding that quickly. I think timing is key here for planning purposes.

MR. RICONDO: Sure. Yes, and I think as we get towards the end of the year -- we've got first, this is part of the overall plan. I think it needs to get approved and endorsed first, and then it's going to work its way into the capital program and the funding.

MS. DIAZ: Yes. I'm just thinking, when you were talking about the remote facility and planning to start moving within the next 12 months, I'm thinking, okay, well, then when are hardstands needed? Are they needed sometime between -- by 2020, 2021?

MR. RICONDO: That's a good point. We are displacing them with the remote facility, but they're not a predecessor for the remote facility. The airport does have the hardstands just west of T-4. So it's not like hardstands need to be in place before you demo the other ones. It would be nice to time them as close as you can, but it's not a dependency. We are recognizing, and we're showing them just for your point, to begin having the discussions and programing them.

MS. DIAZ: And just to be frank with everyone, that it's really important for us to kind of know ahead of time, in order to plan and coordinate with our EEOs what our plan is. We're always coming up short, even if it's allocated.

MR. RICONDO: No, and your point is valid. We have already raised this flag to them. They've seen these diagrams. We flagged to them that these are new hardstands. The most recent meeting was with FDOT two weeks ago, and we did mention to them and we did ask them about the opportunity for funding the remote facility and the hardstand, just to get it in their radar screen.

MS. DIAZ: Well, the remote facility is already there. I mean, we can tell FDOT everything we want, but for them to put it in their database, it's got to be part of the plan. That's what I'm saying, it's more of internally, as an organization, we need to get that on there. Telling FDOT is one thing, or telling FAA, but we need to have it in our plan.

MR. RICONDO: Yes. Agree.

MR. PLATT: I noticed you had four meetings with the airlines committee, so I presume that they're fine with this proposal?

MR. RICONDO: So far, they've been good with what they've seen. They've been good with the concept, the idea, the simplicity of it, yet not make it too simplistic, and they're ready to support it, just on the gate needs themselves. I don't believe they've given the final thumbs up. I think Mr. Gale is still speaking with them on that, and to his credit, I think it's not the concept itself, I think he's trying to share with them what the O&M cost would be and what the revenue opportunities are for that, so they can finalize a decision, and hopefully move forward.

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MR. PLATT: Pete, I'm fascinated by both of these concepts. You guys have made a lot of progress since the day when you had the little worms kind of blinding out into the middle of the airport. This is great. But what is the relative cost comparison between 1 and 6?

MR. RICONDO: Because we're providing generally the same footprint, they are very close. What really becomes the variant factor is the cost of these two bridges, because these are 80 feet in the air, a pretty clear span, to allow aircraft movement underneath. So that is really your biggest variant, and we're getting the costs of those now just to see how much it was, but we do know it's a rather substantial – in the hundreds of millions.

MR. PLATT: Is there something like this somewhere in the States?

MR. RICONDO: The concept of something like that, you'll see that bridge in Denver. Whenever people see the bridge that we showed, the Denver bridge like that is a classic example. Ours is a little bit higher. That bridge is 60 feet in the air, because it's for smaller aircraft. This one is protecting for the tails of these larger ones. It's about 80 to 85 feet up in the air.

The other thing, George, I'm glad spoke up, because the last comment I wanted to make was in reference to your point. From an average walking distance standpoint, which is why our personal evaluations from a walking distance gravitated towards Concept 6, it's because your average walking distance is actually less. The reason being is, and you'll see when we lay off the piers and you have aircraft along those piers, here you're committed to at least a thousand feet of walking distance right off the bat, for all of these planes, and once you get to that point, you've got an additional walking distance north and south.

MS. YACINTHE:

If I have a flight, and I'm connecting to Terminal 1, and I come from the satellite, how long would it take me to get to Terminal 1? I mean, have you looked at that much detail? I don't know.

MR. RICONDO: We didn't do it from a timing standpoint, because I think we qualitatively got away from this concept and went into Concept 6 enough, but you're looking at this path, plus that connection, and then depending in which concourse you're in, whether it's a United or Southwest flight, you've got the whole length --

MS. YACINTHE: Is that all walking distance?

MR. RICONDO: On the new stuff, it's a moving walkway. On the old stuff, it would be walking.

MR. PLATT: Why wouldn't you have designed the APM so that people could use the APM not only to get to the garages, to and from, but also to be able to move from Terminals 1 and 4 all of the way down to 3?

MS. YACINTHE: The satellite terminal, once again. I checked out my baggage and now I have a connecting flight at Terminal 1. How do I get there? So, once again, it's all walk?

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MS. DIAZ: But if you have a connecting flight, I don't think you have to worry about your baggage.

MS. YACINTHE: I didn't check any baggage.

MR. RICONDO: Presumably, moving walkway, which is assisted walking, but -- what we call assisted walking, but moving walkway, moving walkway. This, I believe, some places would have moving walkways in here. This is not moving walkway and neither is this.

MS. DIAZ: The question I was going to ask about those bridges. How susceptible is it for hurricanes considering the environment that we're in?

MR. RICONDO: You would design it for the hurricane code. There's no question about it. That's what makes it how costly is it. You know, the design piece is not simple nor a little cost option. Having said that, I'm sure it would be designed to those codes. It will pass those codes. Do any of us want to be on a bridge during a hurricane? That's a different question. Probably not.

MR. PLATT: Pete, maybe you've got another part of your presentation, and, if so, I can wait on this, but one of the issues that we've all had at this airport is the bottleneck on the bottom of the U there, where you go around by T3.

MR. RICONDO: Yes.

MR. PLATT: And as you redesign and as you implode the Palm garage and redesign that parcel, wouldn't it make sense to put a shortcut for those that don't have to go all of the way down, around the horn and all of the way back up, for all of those taxis and everything else that are coming from T1 and leaving? To run it under the building there, so to speak, and bring it back around rather than having to go all of the way down around the horn.

MR. RICONDO: That's a good question, George, and you're absolutely right. I can answer that with a couple of answers.

First of all, the biggest thing that we're doing, and it doesn't address that, but we'll address the second part of your question, when the Palm garage goes down, the first thing that comes back up is not a new Palm garage, it's a supplement -- it's this gray piece you see here. It is at the lower level, because the biggest gridlock at the airport now is at the lower level. That is, in essence, doubling your capacity on the T2, T3, T-4 area. How you use it? It's most helpful to probably put the commercial, the taxis, the TNCs, everything out there and the existing interval becomes the private vehicles.

To your question specifically, George, we did look also, before we chose to go this way, if we could add a bypass in here somewhere, to get all of the T1 traffic out of it. And the problem that we had was, there just wasn't enough distance to get that merging movement into this area, where you also have traffic merging up there, within the distance from here to this location, which is really the only spot to do it. But having told you that, the common point of both of these concepts is that, you see it generally out here, the last phase of this program is to take T3 and shift it to the west.

We're not just doing that for the sake of building a new building. By then, the building will have another fifteen years on it, so that makes it easier, but we're doing that to pick up about five to six hundred feet of additional landside capacity

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that this airport needs as traffic continues to grow. When we do that, the existing road that you see here, which is the terminal cut from the right, becomes the bypass road. So we are going to be leaving that in here, at least at the lower level, possibly at Level 2 and building above it, but we've got -- you'll see it when we show the commercial level. There's two levels of ground transportation underneath the commercial center to allow this bypass. That bypass becomes, again, more important at Level 1 than it does at Level 2, because that's where the greater gridlock is at.

MS. YACINTHE: Is the satellite going to be multi use gates, with multi use, multi airlines, or is it a specific dedicated airline?

MR. RICONDO: No. It's common use, multi airline use.

MS. YACINTHE: And it's for both, international and domestic?

MR. RICONDO: Right now, this is all domestic, a two-level domestic. What we're doing is expanding international to allow --

MS. YACINTHE: But for your satellite building, there's going to be no international --

MR. RICONDO: Right now, we show as all domestic, which changes from a two to a three-level facility, clearly. But even the international I was showing there, we're comfortable that it's going to provide enough flexibility, because, remember, at this stage, this is all going to be international capable, and all of these will be international capable, all of the way around here, which will be plenty of capacity for the airport to operate from.

MR. PLATT: Pete, you know, we all have been talking on and off for many, many years about this demolition of the Palm garage as a way of giving you the flexibility and need to really grow, and it seems like a great idea and logical. What would be the timing of that, in the grand scheme of these other dates?

MR. RICONDO: You know, George, right now the Palm garage -- let me talk to the piece of, the Palm garage and the landside improvements are the biggest priority for the airport, without a doubt. It's part of Phase 1, and Phase 1 also includes gate expansion and terminal expansion concurrent with that, to get the airport to 77 gates.

What we've talked about, what we've shared with the airlines and the Commission is, the target completion date for that is a seven-year horizon on or near 2025. It doesn't mean everything comes online at that point, but the sooner you can bring facilities with the goal of that end date in mind, that's the target right now.

To your question of the Palm garage, the timing of that, other than the landside improvements that are a high priority, the airport would be best served to leverage the facts that TNCs, autonomous vehicles at some point, there's enough shifts in there where parking demands have generally lowered a little bit and it's because of the TNC traffic, that's allowed the airport a little bit more, I'll call it, lifeline to be able to demo that garage without feeling as much of an impact of 2,400 spaces going offline.

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We're protecting for a surface lot out here that will give about 800 spaces to relieve some of that, and the other garages, too, also, provide some of that capacity, but doing that garage sooner rather than later helps on the landside piece and helps you leverage the fact that there's enough factors in there with TNCs and other things that are causing the demand for parking to either be flat or lower for most airports.

MR. PLATT: Well, the budget for the last several years has been static on parking. I mean, in terms of revenues, and I looked at the budget that was presented to the County Commission on the 12th, which had BCAD's projection through the next several years, and the parking is still relatively static and that goes hand in hand with what you're saying. Nonetheless, it seems to me that that garage is going to create a whole bunch of new revenue generators beyond just parking. You've got a hotel. You're going to have a mall in there, basically, like a Pittsburgh kind of a thing, connecting up to at least 2, 3 and 4. So, you know, the revenues are important to your expansion program for sure.

I worry a little bit about remote parking, which is something that we can talk about later, but I just -- I've got some thoughts about it, including the employee parking, which I think is unfortunately way too far away from the main complex to make the employees happy.

MR. RICONDO: Yes. And we'll hit on some of those, as well. Not remote parking itself, but displacement from the Palm garage, but in general the remote parking product.

MR. PLATT: Well, you've got the Intermodal Center. So, you know, you could have several levels of parking under that, as well.

MR. RICONDO: Absolutely. Give me a couple of slides and I'll get right to that discussion.

MS. YACINTHE: Can we talk about parking now? From a cruise perspective, go back to the slide. I know George had asked a question as far as timing for the garage, and you mentioned 20 -- what was the year you said? Actually, I don't think you gave us a year.

MR. RICONDO: 2025.

MS. YACINTHE: So do you anticipate having additional parking elsewhere besides the hard surface?

MR. RICONDO: When the garage comes online?

MS. YACINTHE: Yes.

MR. RICONDO: That garage will be bigger than the current garage.

MS. YACINTHE: No, not online. Once it's demolished.

MR. RICONDO: Well, as we get closer and we see what the parking patterns are, if there is the demand for more, Yes, there would need to be more parking, besides the surface lot, or we even talked about, does this need to be a structured

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parking that later gets repurposed for something, a smaller scale structured parking that maybe overflows for the rental car operations or what have you.

As the airport gets closer to – believe it or not, two to three years from now is going to mean a big difference with all of these TNCs and as some of these ground transportation mode settle, so we try not to totally pre-define that, but recognize that that lot is going to be critical for providing whatever capacity, either in a surface lot or a structured parking.

MS. YACINTHE: Are you looking at five years, three years for the demolition?

MR. RICONDO: The demolition? I would say, it's probably closer to the three to four years.

MS. DIAZ: For the Palm garage?

MR. RICONDO: I would think so.

MS. YACINTHE: The Palm garage, you anticipate three to five years for it to be demolished?

MR. RICONDO: Correct. Now, please bear something in mind, because I'm not even looking to the right to see what kind of eyeballs – I don't want to sound like I'm speaking for BCAD, so recognize I'm working the timing from the Master Plan concept, as a consultant, and that BCAD may say, "I don't know what he's talking about. We don't even want to associate ourselves with him after this meeting." Generally, if it's a seven-year horizon, 2025, presumably we need to have it demoed to give enough time to rebuild whatever is being built in that area.

MR. PLATT: Pete, it's interesting that in the budget projections, they showed monies, like \$10 million, \$20 million, so on and so forth, over a multi-year period for the APM, which led me to believe that, you know, that fits into the time frame that you're talking about here, as well, because, I mean, once they start putting real numbers on paper and in front of the County Commission, you know, it means those projects are closer to becoming a reality, which is a great thing.

MS. DIAZ: One more question. The surface lot, did you ever clarify how people get from there to the terminals? I mean, how does that happen? I'm trying to envision myself parking there, but –

MR. RICONDO: Unfortunately, because it's still not the greatest thing, it's still busing. It would have to be a busing operation to the terminal, because we don't have the APM in place to be able to tap that asset.

MR. PLATT: From a parking standpoint, you know, years ago BCAD and the Port bought the Dynegy site, which is out there over off US-1, and it's an 18 or 20-acre site.

I mean, it's a pretty big site. Is there any study at all about whether or not to create a remote parking facility there that could connect to one part of the APM, that could connect it to the main airport, in terms of both for employee parking and maybe long-term parking, in order to perhaps free up even more of the space, including – or to move the rental car facility out there, like they do in San Francisco?

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MR. RICONDO: Yes. We have looked at all of the options, George, as far as remote facilities on the airport or rental car facilities on airport versus off. One thing that we did find, even with the aggressive numbers, that when we moved the rental car facility off airport, so much capacity came online, that then you almost had surplus parking. You know, you almost spin the pendulum the other way, which you may repurpose for other things.

Right now, the idea of the employee parking, I think the notion is, bring it closer in. If we can bring it to the east side of the airport, it's fine. There wasn't so much a cost standpoint, much more than the time you spend shuttling back and forth. The doughnut area is one area that we looked at that for the employee parking, for dual reasons, gets them closer in, but it also helps use over time the APM that goes into that area to bring the employees into the terminals, rather than the busing operation that the airport has today, which has a significant cost to it. So that's one option that we're looking at, in terms of the Intermodal Center site for the above ground level.

MR. PLATT: I know that the County Commission voted to settle their litigation with the Shaw family and acquire a very significant chunk or chunks, 40 acres, to the south, and it's been so recent that I doubt that you've done serious Master Planning on that, but that would be potentially a site for the employee parking to be a lot closer in.

MR. RICONDO: I can tell you, we looked at that site and we did like the employee parking option in the doughnut more, because of the APM connection, and then the busing fees. That hasn't been settled. You'll see a slide that says that's one of the options we're looking at.

That parcel to the southeast, George, we looked at the several parcels in that area, some that the airport already owns, and they're attractive in a way, but they're also a bit scary, because of that intersection and what that means with FDOT. We have studies on that intersection. I think they are concerned – there were concerns when the intersection study was done, with the forecasts that were done for the airport at the time, which was before the Master Plan started. That looked at about a two to two and a half percent growth rate. Our forecast came in and added a three and a half percent growth rate on that, which I think startled them a little bit, made them wonder what that means to that intersection. On top of that, the airport has been growing far faster than that.

MR. PLATT: That's US-1 and 10th Street, right?

MR. RICONDO: Yes. Exactly. We've got that into play, and we just worry about adding too many uses in there that generate more traffic into that area, beyond those traffic counts that exist, that could while it may be easier to build the lot, the amount of off airport infrastructure needs to be upgraded to support that. It could be a whole different animal.

MS. DIAZ: We would still be busing, as well.

MR. RICONDO: As an economy to that, you would still be busing. Now maybe you're just busing – with the Intermodal Center there, and the APM is there, maybe you are simply busing into the airport, but busing to this location and letting the APM circulate you. But that's the easier piece. The troublesome part is, what does that mean down there, and usually economy parking lots and busing operations that go with that can generate a lot of traffic.

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MR. PLATT: The other advantage of that property, just as an aside, is that the Army Corps dredged the Dania Cut-Off Canal, the 15 or 20 feet, all of the way up to US-1, which means you've got frontage – marine frontage on that property that perhaps could create a higher and better use. Maybe some combination of cargo that could be airport related and port related would go there.

MR. RICONDO: Yes. Absolutely.

MR. RAMACORTI: And it's not just the intersection, but it's also US-1, the constraints of US-1 just south of the intersection, and I think the pinch point is that where it crosses the Dania Cut-Off Canal, you have an FP&L substation on one side and then you have the railroad on the other side. It limits your ability to be able to expand there.

MR. PLATT: It's constrained. I think if everybody had their druthers and they could go back and throw enough money at it, you would have done a very modern over/under kind of intersection along through there, so that you didn't technically have a traffic signal where everybody has to stop, along with the railroad.

MR. PLATT: How many rooms do you envision for an Airport Hotel?

MR. RICONDO: About 300 rooms. Let's average it out to about 300.

MS. YACINTHE: The hotel, who is the intended guest? Is it for those connecting, for those going to the airport? Is it for anyone?

MR. RICONDO: It will be mostly visitors – I think it's mostly O&D visitors into the Fort Lauderdale area, but it is to serve and accommodate the airport and folks that are coming in and possibly more business uses that may be coming into the airport.

MR. PLATT: Well, you know, historically there has been a lot of discussion back in the day and then, it went away, and now it's back. But one of the concepts that seemed to have some cache was the idea of it being an important link to the Port, both in terms of a holding area for Port passengers, a way to have things for them to do there, whether they're coming or going and they have a period of time before they catch their flight or before they catch their ship.

We also talked about a conference center. We could have an international – what do they call it – an international trade center kind of a thing, where you could do international shows and exhibits and so on and so forth, together with a potential hotel that could be part of that. That's probably not in the cards, because the administration is so uptight about competing with a convention center, but nonetheless, I mean, those are ideas that were previously discussed.

The idea of linking Brightline through this facility and to the airport – now it's Brightline, it was the Wave, but now it's Brightline or the SFRTA, if they ever have the good fortune of getting use of those tracks.

MR. RICONDO: Yes. And that's exactly right. The one thing that we know is a given for, George, you alluded to, when we started the Master Plan, there was a lot of other modes of transportation noted that were going to the airport. Well, they were not really going to the airport, they were going east of the airport. It was never bringing folks in.

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That hub will be the point that, with the APM coming in there, now it becomes that connecting mode to folks in there. Now we're trying to see, is parking the only answer, is it just employee parking, does that carry the day, and that's enough, or are there other features and amenities that we want to put in here that would add value to this whole development? So that's the task we're looking at now, and this is just kind of a collection of things that we're looking at.

George, to your point, tagging and drop off, entertainment, food service options, that's intended to be for long dwelling cruise ship passengers that may not go into the commercial center just yet.

MS. DIAZ: On the Palm garage, you had mentioned building vertically. Is that the reason we'll have more spaces, because you're going to --

MR. RICONDO: Absolutely. Yes, you're going seven to nine levels. Seven levels will bring it even with Hibiscus. You could go up to nine and get another two levels of parking.

MR. PLATT: Those sites open themselves up to the potential of P3 kinds of developments, with the private sector coming and really spending their bucks under some long-term relationship. I think those are exciting opportunities.

MR. RICONDO: Very much. What we generally have, in terms of what we call organic growth, forecast growth in GA cargo, aeronautical support, airport administration, is about a need for 25 percent growth in those activities that could go to about 33 acres of additional development on airport.

Mr. Gale said several times, a 1,400-acre airport, it's tiny, especially for a large hub. We are not trying to drive any demand up. Luckily for us, we can serve the 33 acres in areas adjacent to the development, that allow existing tenants to expand or allow us to adopt plans that were articulated to the Aviation Department of us, in terms of future plans that tenants would like to have adjacent to the respective areas, and also allows us to protect some zones that you see in blue.

MR. PLATT: Well, it's interesting because the DOT and with the expansion of 595 and the other areas around, and BCAD have a commonality of interest. This is an opportunity for you to work with DOT, it seems to me, to come up with some comprehensive drainage strategy, stormwater drainage off airport. I mean, there's no advantage to having ponds where you can otherwise put revenue producing opportunities on the tarmac.

Attachments:

PowerPoint Presentation (FLL PAC #3)

Distribution:

15-04-0902-F1.12-1120

Meeting Attendees/PAC Committee Members

Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\01 - FLL Tasks\11-12 Phase II Stakeholder Engagement\Meetings\PAC-TAC #3\Meeting Notes\PAC #3\Draft Mtg Notes_FLL PAC Meeting #3_2018-0622.docx

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Appendix A.8
Technical Advisory Committee Meeting – June 22, 2018



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Technical Advisory Committee Meeting #3

15-04-0902-F1.8-1120

June 22, 2018

2:00 p.m. – 4:00 p.m.

Broward County Library
Stirling Road Branch

Facilitator: Pete Ricondo **Note taker:** Nieves Sanches, Stenographer

<u>Attendees:</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>
Pete Ricondo	Ricondo	pricondo@ricondo.com	(305) 260-2727 x251
David Ramacorti	Ricondo	dramacorti@ricondo.com	(561) 277-3715
Michael Wanko	Kimley-Horn	michael.wanko@kimley-horn.com	(954) 990-0299
Jill Capelli	Kimley-Horn	jill.capelli@kimley-horn.com	(954) 535-5107
Mike Pacitto	BCAD	mppacitto@broward.org	(954) 359-6103
William Castillo	BCAD	wcastillo@broward.org	(954) 359-2291
Brendan Cahill	Ricondo	bcahill@ricondo.com	(305) 260-2727 x162
Jonathan Ford	FDOT	jonathan.ford@dot.state.fl.us	(954) 747-4380
Carlton Harrison	City of Ft. Lauderdale:	charrison@fortlauderdale.gov	(954) 828-4955
Laurie McDermott	FDOT- District 4	laurie.mcdermott@dot.state.fl.us	(954) 777-4497
Douglas Notman	TSA	doug.notman@tsa.dhs.gov	(954) 459-0312
Craig Pinder	City of Fort Lauderdale	cpinder@fortlauderdale.gov	(954) 828-5295
Omar Medina	BCT	omedina@broward.org	
Jason Annunziata	JetBlue	Jason.Annunziata@jetblue.com	(954) 233-4722
Jo Sesodia	Broward PDMD	jsesodia@broward.org	(954) 357-6602
Ryan Goldman	BCAD	rgoldman@broward.org	(954) 359-6216
Ken P. Coutain Jr.	BCAD – Planning	kcoutain@broward.org	(954) 359-1599
Karen Friedman	BCAD	kfriedman@broward.org	(954) 359-6258
Chip Sandifer	Spirit Airlines	Chip.sandifer@spirit.com	(832) 285-4081
Pete Mayea	CBP	Pete.mayea@dhs.gov	(954) 761-2008
Paula Rivera	CBP	Paula.rivera@dhs.gov	(954) 761-2020
Luis Lopez	City of Hollywood	llopez@hollywoodfl.org	(954) 921-3900
Rob Kelley	BCAD	rokelley@broward.org	(954) 359-1221
Rufus A. James	City of Fort Lauderdale	rjames@fortlauderdale.gov	(954) 828-4968
Jugba Santi	City of Fort Lauderdale	jsanti@fortlauderdale.gov	

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Discussion Points

This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the Committee attendees throughout the meeting:

MS. SESODIA: The operating and maintenance costs (O&M) for the Remote 5-gate Concourse would be allocable for funding, correct?

MR. RICONDO: Correct. The O&M were carried separately. The \$64 million is the capital cost. The O&M is in the \$3.5 to \$4 million, which is separate from that, for now. We are revising those numbers and working with finance to make sure that those assumptions are valid.

MS. SESODIA: Can you talk a little bit about the bus service (to the remote 5-gate concourse)? Is that going to be serving the entire airport or is that just serving Terminal 4?

MR. RICONDO: No, it's just Terminal 4.

MR. NOTMAN: Did you model the check baggage screening requirement for the remote concourse in the Terminal 3 end line or in the Terminal 4 end line?

MR. NOTMAN: Check baggage screening requirement, did we capture that in the model, those bags being screened in the Terminal 3 in-line or in the Terminal 4 in-line?

MR. RICONDO: I'm pretty sure it's Terminal 3, but we did consider these remote gates and the full buildout as we're looking at the baggage systems for improvement of the Terminal 4 and Terminal 3 combined. I remember we picked them up, but we had them in Terminal 3.

MR. NOTMAN: So passengers would check in on Terminal 3 and then walk through the connector to Terminal 4, from the west end to the east end of Terminal 4, down the extension and onto the bus?

MR. RICONDO: Correct. Now, there may be some airlines from Terminal 4 that may use that remote facility, as well, and they would go from Terminal 4. We looked at both.

MR. ANNUNZIATA: You know, I think, from an airline perspective, in terms of conveying baggage to the gates with the satellite concourse where you're crossing two taxiways, you know, it's a little bit different challenge in terms of the logistics with this concept, that you're pretty much staying on the apron side and required to cross --

MR. RICONDO: That is correct. I think that's one.

MR. SANDIFER: Of all of the parcels that are outside the fence, does the County or BCAD control all of those parcels or are they going to be required to be acquired?

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MR. RICONDO: No, the ones that we showed in this image are all Broward County Aviation, except for Parcel 7 (former Dynegy site), which is joint ownership with Port Everglades.

MR. SANDIFER: Secondly, on the fuel demands, do you feel comfortable that you understand the requirements for expansion of the fuel farm, when we start looking at the increase of gates and capacity and larger aircrafts? I know that there are some within the fuel community you may have spoken to that have some fairly significant concerns about supply. I know that one parcel, 7, is sort of the on the wrong side of the railroad tracks and US-1, which was a concern. I'm just curious, when I look at that, from an airline perspective, I look at available parcels within the fence or at least without major thoroughfares separating. Fuel may be a concern.

MR. RICONDO: We had actually two, maybe three working sessions with the fuel folks.

MR. RAMACORTI: Yes, we have met with the fuel consortium on several occasions to make sure we understand the current demands for fuel. Obviously, there's been, along with the traffic that's occurred, some pretty significant increases in demand for fuel. Our planning metrics are looking at a seven-day reserve of fuel supply, and we do have a couple of options that they feel comfortable could work. We just haven't shared them with Mr. Gale yet, to that amount, make sure he's on board, but we do have several options that would allow the near-term expansion of the fuel farm, because it's insufficient now. We know that. And then also to make sure that we ensure the long-term expansion capability that you have for 2035. I feel confident we have addressed their concerns and we have options.

MS. SANTI: With the increase in the number of gates, and, you know, this will lead to a higher volume of passengers, are there plans to better mitigate traffic in the surrounding area of the airport, and also are we thinking about ways where we can better get people from the airport to like Downtown Fort Lauderdale and to the beach, a way that we can help alleviate some of that traffic?

MR. RICONDO: Let me answer your first question, and, Jill, I'm going to let you augment what I say. Jill Capelli, with Kimley-Horn, was brought in to help us not only look at the landside from an engineering standpoint, but actually build a model and convert some of these passenger volumes into vehicular traffic volumes. That's what helped us define some of landside improvements that we saw.

But what we also found in that process is that the way the model was set up was that they ran the demands with the existing road and flagged everything that was breaking.

We identified solutions, improvements, that are in the plan, and what that did is that it would release pinch points. And then, for a while there, we were finding the next most critical pinch point on the airport, until we got through all of those, and then that started creating off flow -- once you're metering flow because of capacity constraints and it's free flowing, that's started creating other issues with the off airport system, and Kimley-Horn did a very good job of identifying what transposed, in terms of volume of traffic and levels of service for other roadways, mostly east of the airport, up to about Interstate 595. The Aviation Department clearly can only invest and make improvements to the roads and the land that it owns, but we have tried to work with the MPO and FDOT to say, hey, these are things we see as problem areas, once

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we fix the airport, and we continue to work with them. We've been doing that for the past year, so that those other improvements can get picked up by whatever the appropriate agencies are.

MS. CAPELLI: You covered it very well, but like you said, you mentioned the FDOT meeting and we have another one next week to talk about some of those interfaces and then the connectivity to transit. The Intermodal Center that's shown, does give additional flexibility in the future.

MR. RICONDO: I'm not sure we've done any type of analysis to try to improve flows or road routes between Downtown and the Airport, but what we tried to do is create a real hub east of the airport where different transportation modes can go to and find a way to get interconnected into the airport from that point, which was, when we started, part of what the problem was. We just had everybody going east of the Airport, but not into the Airport, and we had challenges trying to get them into the Airport with busing and other modes of ground transportation.

MS. SESODIA: How are you interjecting climate changes issues into this plan?

MR. RICONDO: That is a part that – we're going now into the environment overview section of it. We do believe that, from the get-go, not only is the stormwater issue going to be a cost factor, but we also anticipate that the sea level rise is going to have an impact on capital projects, so we're working those into the costs, recognizing that some of that will need to be addressed as new development is implemented, but we'll probably hit that topic more realistically as part of the environmental review that we're just getting into now.

MS. SESODIA: I'll just throw one more in there. It's the heat island's effect of the continued rise in maximum temperatures.

MR. RICONDO: Yes.

MS. SESODIA: I mean, you've seen that in other parts of the country.

MS. SESODIA: Things start to melt that shouldn't be melting, so I'll just throw that out as another thing just to think about in that long-term horizon.

MR. RICONDO: Sure. Thank you.

MR. ANNUNZIATA: Just to go back to the five-gate facility, is there a way or are we looking at maybe tying the Terminal 3 and Terminal 4 baggage system together to kind of – you know, it's funny that we just had this conversation in Terminal 3.

We were with Mark and talking about Terminal 3 redevelopment, and then we're trying to see when the bag system meets the additional units that we had planned. We were not counting that as part of that. It's good, because I think it will help us accelerate the case with Doug and TSA, but I think that might be something that we might want to take a look at, because if carriers are going to check in at Terminal 4 or Terminal 3, you know, I think you might maybe take a look at the possibility of bridging the two.

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MR. RICONDO: Yes. There's two pieces in that. I know one of the next tasks, and I think we're trying to get the final blessing from the airlines on that – Will, can speak to it – but the next step in this remote facility is to do an advanced planning task. That's already been approved. We're just waiting to get the green light to blast forward with it, dive a little deeper into it, and that's the kind of stuff we do need to be meeting with all of you guys, BCAD and the airlines that will be using that, and TSA, to make sure that we account for everything that needs to support those five gates.

MS. MCDERMOTT: Pete, I am Laurie McDermott with the Department of Transportation. The videos that were part of this presentation, are they available somewhere?

MR. RICONDO: The three pieces that you see in here at basically the 14-minute video that is on the website.

MR. CASTILLO: Fll.net/masterplan.

MR. RICONDO: Fll.net/masterplan It's 14 minutes, but it is the same three videos presented to (omitted) merged as one file.

MR. RAMACORTI: If you go to that web link, it has the past presentations. These will be uploaded , too.

Attachments:

PowerPoint Presentation (FLL TAC #3)

Distribution:

15-04-0902-F1.8-1120

Meeting Attendees/TAC Committee Members

Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\01 - FLL Tasks\11-12 Phase II Stakeholder Engagement\Meetings\PAC-TAC #3\Meeting Notes\TAC #3\Draft Mtg Notes_FLL TAC Meeting #3_2018-0622.docx

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Appendix A.9
Policy Advisory Committee Meeting – July 19, 2019



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Policy Advisory Committee Meeting #4

15-04-0902-F2.12-1120

July 19, 2019

10:30 a.m. – 12:30 p.m.

Broward County Library
Stirling Road Branch

Facilitator: Pete Ricondo

Note taker:

Monika Shogan-Feiss

<u>Attendees:</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>
Pete Ricondo	Ricondo	pricondo@ricondo.com	(305) 260-2727 x251
David Ramacorti	Ricondo	dramacorti@ricondo.com	(561) 277-3715
Shane Ingolia	Ricondo	singolia@ricondo.com	(407) 583-6825
Michael P. Pacitto	BCAD	mppacitto@broward.org	(954) 359-6103
William Castillo	BCAD	wcastillo@broward.org	(954) 359-2291
Ken Coutain Jr.	BCAD	kcoutain@broward.org	(954) 359-1599
Jill Capelli	Kimley-Horn & Assoc.	Jill.capelli@kimley-horn.com	(954) 535-5107
Natacha Yacinthe	Port Everglades	nyacinthe@broward.org	(954) 468-0213
David Quigley	Town of Davie	David.quigley@daviefl.org	(954) 797-1075
George Platt	Broward Workshop	gplatt@lsnpartners.com	(954) 522-3588
Rufus James	City of Fort Lauderdale	rjames@fortlauderdale.gov	(954) 828-4968
Carlton Harrison	City of Fort Lauderdale	charrison@fortlauderdale.gov	(954) 828-4955
Henry Sniezek	LSN Partners		(954) 831-4000
Derrick Chan	Broward County Transit		(954) 357-8400
Roger Lalanne	Broward County Highway Construction		(954) 577-4555
Leona Henry	Town of Davie	leona_henry@davie-fl.gov	(954) 797-1000
Richard Lemack	Town of Davie	richard_lemack@davie-fl.gov	(954) 797-1000
Sheryl Dickey	Dickey Consulting	sdickey@dickeyinc.com	(954) 467-8503
David Byrd	Dickey Consulting	dbyrd@dickeyinc.com	(954) 467-8503
Luis Ortiz	Hill International		(904) 296-1004
Albert Hernandez	HNTB		(954) 903-1785

Discussion Points

The purpose of this meeting was to provide the Policy Advisory Committee for the Fort Lauderdale-Hollywood International Airport (FLL or the Airport) Master Plan an opportunity to review and comment on the preliminary recommendations that would be recommended by the Airport Master Plan team. This meeting was facilitated by Mr. Pete Ricondo and the

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discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the committee attendees throughout the meeting:

MR. PLATT: In terms of the FAA (Federal Aviation Administration), is this their first look or have you kept them in the loop going through this process?

MR. PACITTO: The FAA has been involved, as well as FDOT (Florida Department of Transportation) who have been invited and are our funding partners. We have kept them in very close contact through this process, so they are intimately familiar with this Master Plan and the input from them has been great.

MR. PLATT: What time is the public workshop?

MR. RICONDO: It is from 5:30 p.m. to 8:00 p.m. at the Anne Kolb Nature Center (West Lake Park).

MR. LEMACK: There's a lot going on at the same time regarding the Master Plan and public information with the (FAR) Part 150 (noise study), Next Gen, and FAA airspace. You have all these things together; how are they all going to culminate together? What comes first? How are they interrelated with one another? What's the approval process regionally? Do they come together at a similar timeframe?

MR. RICONDO: Some come together in similar timeframes. They are all clearly overseen and managed by the Broward County Aviation Department (BCAD or Aviation Department). I'll give you an example, the Part 150 is a separate study that is being performed concurrently with the Master Plan, but the forecast that came out of the Master Plan was handed over to the Part 150 team so they're working off the same projective growth rates and patterns that the Master Plan is based on.

MR. LEMACK: They are not all required to be approved? I understand the different regulatory compliance issues of each of them. But I'm just asking if there is any sequence or if this can go forward without any of those other components.

MR. RICONDO: Yes, they have some dependency to coordination, but I would say that there is no a strong dependency where one is a predecessor to the other.

MR. PACITTO: The public workshop is not a requirement for the Master Plan, so there's no requirement of when that takes place and what that sequence looks like. The Broward County Aviation Department and the public workshop would be beneficial to the process, so we are coordinating that. As far as NextGen and the FAA and the Part 150, we have coordinated with them as it's important to us and important to the FAA. The FAA would like the NextGen stuff out as soon as they can, but when they came to the Part 150 public workshop, they were distinct, separate workshops. This is because we felt it was important to the integrity of the Part 150 process not to bleed over to what the FAA was doing. So out of respect for that, and that the FAA is also helping fund Part 150, they recognized the need to keep them separate.

MR. LEMACK: That's helpful because it's how we answer within our jurisdiction. They sometimes don't understand the technical detail.

MR. PLATT: We talked about this for a couple of years now. The word, "remote", doesn't seem to apply anymore. Is it part of Terminal 4 or is it going to be Terminal 5? (in reference to the proposed 5-gate concourse east of Terminal 4)

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MR. RICONDO: Somehow over time the industry has figured out that something like this was happening and they termed it Terminal 5. We've never used that term. I don't like using that term because as I mentioned earlier, our program is looking to integrate rather than segregate the terminal further. But it could be a Terminal 5, or it could be a different designation but right now I think BCAD hasn't gone that far into it, but it will be termed something; Terminal 4 remote, Terminal 4 satellite, Terminal 5.

MR. PACITTO: What I will say is "remote", is gone. Right now, it's to be determined. We are not there yet, but the word, "remote", is gone.

MR. LEMACK: Do you have the details regarding square footage and height for the buildings and terminal expansions?

MR. RICONDO: We absolutely have all the details on square footage of every component because we needed it for the cost estimates. I can't give you a number; we can copy that in the notes as something to be provided, what is the square footage that will be yielding from this expansion. (Approximately 840,000 square feet of new terminal space is proposed for Terminal 4.)

MR. LEMACK: And the elevation and height?

MR. RICONDO: Yes. The elevations are staying within the protection surfaces and we are going one level above. (The building heights will vary among facilities, but typically terminal buildings and concourses typically range from 30 feet to 50 feet above ground level.)

MR. INGOLIA: The terminal itself will be well below the overlying airspace surfaces.

MR. PLATT: Pete, in terms of these projects, I am very excited and impressed with the progress. I recognize the changes are dependent on what the airlines will be able to fund and what the FAA approves and when they approve it in terms of phasing, but do you have a rough timeline when each of these particular projects from a Master Planning standpoint would go into effect? That's one question; the other is whether the Palm Garage and the Commercial Center is a singular project from a procurement standpoint, or would you envision that they would be separate? Is there any P3 discussion taking place?

MR. RICONDO: Let me ask you to table that for now. The timing question and the sequencing, we'll get to that topic and we'll talk to that.

MR. LALANNE: What is the elevation of the Commercial Center?

MR. RICONDO: It's elevated about 65 to 70 feet above ground level.

MR. LALANNE: Would the commercial center be a free service to the public or is it going to be a paid service?

MR. RICONDO: Right now, the on-airport component will be a free service for the Airport users. There is a phase two from the Intermodal Center that goes through the Port (Everglades). That section may have a port fee service but that will be outside of the airport's control and decision making.

MR. LALANNE: The passengers would not have a choice of a select stop? It would be an automatic stop?

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MR. RICONDO: That's correct. We have a total of seven stations. We have one in front of each terminal. So, one thing that you see different on this is that we've also taken the Intermodal Center concept and adopted a two-phase approach to it. So, ultimately shown as one big box. The idea is to build a little more than half of it and then in the future build out the remaining eastern half for more parking and more capacity as needed.

MR. HARRISON: What are you planning for the maintenance and storage facility?

MR. RICONDO: There was one great spot (immediately south of the Hibiscus garage) that didn't have a function; it was kind of boxed in and we identified that it would be a pretty good location for the on-airport maintenance and storage facility.

MR. PLATT: Whether you build the Intermodal Center in one or two phases, when you present it to the Commission you indicated that you hadn't decided at that point in time. As of now, has it been decided that it will, in fact, be two phases?

MR. RICONDO: Right now, it hasn't been decided. We are keeping it as two phases here because I think it provides more flexibility to be able to fund it and develop it, so we're showing it as two. Once, the funding comes online, and the FDOT and the County (Broward County) chooses that they want to proceed with it all in one shot, then we can see.

MR. PLATT: In terms of the property up further north where you've got some drainage canals and so forth, I presume that you want to move the drainage as much as you can off airport; I don't know if you can go under I-95.

MR. RICONDO: That's what's being studied now. The Aviation Department had just retained a firm to do the Stormwater Master Plan Update based on what this Master Plan recommends, and we are proposing one solution to bring water up over into this area, kind of expand the idea of what's happening in that area. Some of this area (stormwater retention/detention areas) may grow a little bit in support of what's being modeled.

MR. PLATT: Who owns the land for the Intermodal Center.

MR. RICONDO: The FDOT.

MR. PLATT: You have the railroad in there too.

MR. RICONDO: Yes.

MR. LALANNE: The sequence, it would be advertised by sequence and then you will be asking the team to coordinate among each other between that schedule?

MR. RICONDO: I think it would be more by piecemeal, more likely by projects.

MR. LALANNE: The timeline for you to achieve this?

MR. RICONDO: It may happen concurrently; it may have concurrent procurements but recognizing funding sources are all different as well. It will be no different than the slide you saw earlier when we talked about ongoing initiatives and there was modernization programs and a bunch of landside and airfield projects coming on concurrently; that would be the same idea.

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MR. LALANNE: Would the budget be allocated by sequence or by project?

MR. RICONDO: By project and escalated based on the sequencing.

MR. PLATT: We have worked on the logistics center of Port Everglades, the foreign trade that's a joint Broward County and private sector, and one of the things we have learned about modern storage facilities is that a lot of things have changed and are changing rapidly both for your central receiving and distribution facility which I think is extremely important, and also for your belly cargo facility. I hope you guys consider for some of the modern logistics of how you could take a 30 or 40-foot-tall building and optimize the use of that space using technology.

MR. PACITTO: Certainly.

MR. RICONDO: George, the Airport is so constrained acreage-wise, that the vertical development opportunity is really where the Airport has more opportunities for continued growth, but your point is well noted as technology has come a long way in cargo buildings and all types of warehouses.

MR. PLATT: Question about, you know, the gridlock that you guys experience at the top of the "U" is obviously a big issue that you're trying to deal with, and I know that when you arrive at Terminal 1, you have to go around the whole horn. Is there any thought about as you're demolishing, the ability to cut under the new garage facility in order to avoid going all the way around the airport?

MR. RICONDO: I'm going to try and speak to that, George. Yes, one of the things that we looked at was trying to sneak a bypass road (between the Palm and Hibiscus Garages). We concluded that the merge distance was too narrow to allow this traffic to come online. But, in the longer-range plan, Phase three of the Master Plan, we have an option that if we need more land-side capacity, to take Terminal Three and redevelop it 600 feet further to the west. When we do that, the intent is to take the existing road and make that a bypass so we will have a bypass and a new replacement road. But, yes, the ideal situation would be able to peel some traffic out.

MR. PLATT: From a private sector standpoint, there are legions of consultants and companies out there who are waiting with bated breath about some of these projects. I mean, they're very excited about it, yet, they don't really know about it. So, it would seem to me that that workshop would probably be a good place for them to show up and kind of at least get a taste of this so they can see these projects. So, they can come out of the gate fast so people can assemble teams. What are your thoughts about that? We don't know if it's going to be with a design build, P3, etc.; at some point this stuff has got to kind of start to gel.

MR. RICONDO: Yes, it's part of the public outreach. So, in the past, at the workshop there are a lot of consultants who were able to ask questions, get an overall Master Plan background, what's envisioned, what it includes, and what's the scope. BCAD staff will be there, to answer the timing questions. We have developed a preliminary sequencing plan, a roadmap, if you will, which is what we presented here. At least we can speak to more of the details of the project and why it's there, I would encourage everybody and anybody that has interested in the Airport to show up.

MR. PLATT: What about the property that was acquired by the County from the Shaw Estate about 40 acres of land south of 10th street but it's contiguous to the Airport? Given the fact that the Port is doing its Master Plan with Bermello (Bermello, Ajamil, and Partners) and you guys are doing it here with BCAD, I mean, it's sort of disconcerting that there has not been specific discussion on the big block of land (referring to the Dynege Site) on how it fits into overall the Master

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Plan relative to the Port and/or the Airport. Particularly, since the employees are parking 40 minutes away from the terminal on the west of I-95, and we don't know how long that's going to take place. Are they going to end up in the intermodal center? We thought at one time they may end up in Dynegy, but it doesn't look like that is going to happen. Is there a way to move employees closer to the airport? I think that's probably a big issue with all those employees; they would like to not have to take that commute in from the west side. So, is there any thought about what is going to happen with that property, or is it sort of a future phase of study that would be undertaken.

MR. RICONDO: We looked at the employee parking needs going into the future when we started this study. There were about 4000 spaces and we anticipate needing about 6,500 spaces by the time we reached capacity. We looked at that site, it is a very big site, but not big enough. That was part of the challenge without building a tremendous number of levels. The second point is that we do want to get the employees back to the east side of the airport, but what we wanted to do was find a solution; our wish list solution was to get them east of the airport and get them away from a shuttle bus operation. So, the Dynegy site and the Shaw site would require a bussing operation.

MR. PACITTO: Or a connection with the APM.

MR. RICONDO: The parking that is above the intermodal center is about 6,500 to 7,000 parking spaces. We have identified that as employee parking or public parking. More preferably, employee parking because they could jump on the APM and get away from \$16 to \$17 million operating costs annually to bus employees back and forth. There is a big benefit to that. There was a slide in there where we had the Shaw property noted as a potential property acquisition parcel that BCAD would want to keep an eye on, and there are a lot of parcels that could become available around the perimeter of the Airport. It is worthwhile to explore and see if it makes sense and secure it for the right price. As much as we do requirements and say, well, you need 'x' amount of fuel farm capacity, without him sharing this with me, I suspect that the Aviation Department gets approached daily with something that never shows up on the Master Plan. Having land available to put things off the Airport that are not suited for airplanes or being able to support those other types of development help diversify the revenues from the Airport. So, we have it identified as a potential land acquisition opportunity for the Aviation Department. Because of its location, we do not have the exact use, but we identified a variety of potential uses for it. There are probably about 20 potential uses.

MR. PACITTO: There is also a 10-acre parcel in there (adjacent to the former Shaw property) that is owned by the City of Fort Lauderdale. The City is currently leasing it for a dollar a year and it is contiguous to the Shaw property. That probably, at the right time, ought to be added. You have the powerlines that are somewhat of a problem there, but I think even just the ground storage and maybe a connection to the Port by running down 10th (Street) through the South Port, would also be part of the collaboration between the Port and BCAD. The Port always need places to store empty containers. They can store those under the powerlines.

MR. LALANNE: The new proposed parking space, will there be a charging station for the fuel-efficient vehicles as well?

MR. RICONDO: I suspect there will be given the trend of electric vehicles. That gets a little bit more granular than what we get at the Master Plan level, but in terms of looking at technologies and emerging trends, absolutely, I think that will be a consideration.

MS. YACINTHE: One clarification for the economic impact analysis? Is that for the Master Plan projects or the Airport itself?

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MR. RICONDO: The Airport itself. It's the economic impact for the Airport measured in 2018 dollars.

MR. PLATT: Pete, it might be useful in your public workshop to add a couple slides on the projection of passengers. Where we have been and how far we've come in the last six or seven years, but where you are projected to go alongside these kinds of numbers which are going to change dramatically as you add these improvements, it's going to be staggering.

MR. RICONDO: We will have a forecast slide on that, George; absolutely.

MR. PLATT: There's a lot of land that can be acquired in the Town of Davie.

MR. RICONDO: I'll get statistics for you because it's more astonishing the more I say it. If you think about 400 plus commercial service airports in the country that are public-use airports, 30 of them are large hubs. The busy, larger airports, Atlanta, Chicago, and Fort Lauderdale is one of them. After that, you get into a medium category which is Palm Beach and Fort Meyers. Tampa is on the brink of large to medium hub. It gives you a sense of how busy of an airport FLL is. When we started the Master Plan and we were gathering for the forecast, 2015 was our last data year that we had, and the Airport had 26 million passengers at that time. And now the airport is at 36 million annual passengers three years later. It has taken on medium hub airport activity, it's taken on Palm Beach and then some, and superimposed that activity on FLL with the same facilities. I haven't been involved in a Master Plan that's grown that quick, we are chasing a moving target with that.

MR. SNIEZEK: The public workshop that's coming up, how is that being advertised? Are we targeting any specific areas that are getting individual notices or is that going to be posted?

MR. RAMACORTI: It's been advertised in the paper, Sun Sentinel.

MR. SNIEZEK: Any response from that?

MR. RAMACORTI: Well this is our second public workshop, but I think we had close to 100 attendees the first time.

MR. SNIEZEK: You're going to get a lot of questions about traffic, I'm sure; I was at the first one too. I think the plan is excellent and well thought out with the phasing. I can see how the traffic issues are going to be resolved over time, but if I was a person in the public and live near the Airport, it's horrible right now. You'll probably get a lot of comments on that, but I think the plan is excellent. It really is a marvel of engineering on how you all figure this stuff out, so. I assume that sea level rise is being taken into consideration.

MR. RICONDO: Yes, in the environmental plan and the sustainability plan. There is also incremental modelling and storm wall modelling. Over time it will be incrementally considered as the facilities are redeveloped.

MR. PLATT: You have this on the website?

MR. RICONDO: It will be. The June 6th workshop, but we will also post the PACs and TACs as well after the meetings.

MS. YACINTHE: The belly cargo expansion, is that based on a projection or analysis that was conducted?

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MR. RICONDO: Yes, and it's usually tied with the passenger airline operation, basically the cargo that they transport on the belly area of the aircraft, and there was a forecast that we included in the Master Plan. It wasn't an aggressively large number, but that can change quickly, and that's the reason why we use the forecast numbers to show the expansion in the buildings shown, but we protected the areas on the north side for further cargo development in case it grows faster than how we projected. Belly cargo has become a big topic with airlines trying to initiate service at the Airport. It's not just the passenger demand but the cargo operations to get a better yield out of each flight.

Attachments:

PowerPoint Presentation (FLL PAC #4)

Distribution:

15-04-0902-F1.12-1120

Meeting Attendees/PAC Committee Members

Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\01 - FLL Tasks\II-12 Phase II Stakeholder Engagement\Meetings\PAC-TAC #4\Minutes\Draft Mtg Notes_FLL PAC Meeting #4_2019-0719.docx

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Appendix A.10
Technical Advisory Committee Meeting – July 19, 2019



Fort Lauderdale-Hollywood International Airport (FLL) Master Plan Update

Technical Advisory Committee Meeting #4

15-04-0902-F2.12-1120

July 19, 2019

1:30 p.m. – 3:00 p.m.

Broward County Library
Stirling Road Branch

Facilitator: Pete Ricondo

Note taker:

Monika Shogan-Feiss

<u>Attendees:</u>	<u>Representing</u>	<u>Email</u>	<u>Phone Number</u>
Pete Ricondo	Ricondo	pricondo@ricondo.com	(305) 260-2727 x251
David Ramacorti	Ricondo	dramacorti@ricondo.com	(561) 277-3715
Shane Ingolia	Ricondo	singolia@ricondo.com	(407) 583-6825
Jill Capelli	Kimley-Horn	jill.capelli@kimley-horn.com	(954) 535-5107
Mike Pacitto	BCAD	mppacitto@broward.org	(954) 359-6103
William Castillo	BCAD	wcastillo@broward.org	(954) 359-2291
John Pokryfke	BCAD	jpokryfke@broward.org	(954) 359-6100
Ken P. Coutain Jr.	BCAD	kcoutain@broward.org	(954) 359-1599
Douglas Notman	TSA	doug.notman@tsa.dhs.gov	(954) 459-0312
Omar Medina	Broward County Transit	omedina@broward.org	(954) 357-8400
Peter Gies	MPO	giesp@browardmpo.org	(954) 876-0033
Karen Warfel	City of Fort Lauderdale	kmendrala@fortlauderdale.gov	(954) 828-8000
Darby Delsalle	Broward Planning	ddelsalle@broward.org	(954) 357-6634
Sheryl Dickey	Dickey Consulting	sdickey@dickeyinc.com	(954) 467-8503
David Byrd	Dickey Consulting	dbyrd@dickeyinc.com	(954) 467-8503
Roger Lalanne	Broward County		(954) 577-4555
Eleanor Norem			
Marc Leferrier	City of Dania Beach	mleferrier@ci.dania-beach.fl.us	
Lauren Rand	FDOT		(850) 414-4100
Kurt Dobbrunz	HNTB		
Luis Ortiz	Hill International		

Discussion Points

The purpose of this meeting was to provide the Technical Advisory Committee for the Fort Lauderdale-Hollywood International Airport (FLL or the Airport) Master Plan an opportunity to review and comment on the preliminary recommendations that would be recommended by the Airport Master Plan team. This meeting was facilitated by Mr. Pete Ricondo and the discussions followed the materials contained in the attached PowerPoint presentation. The following is a summary of the comments and questions received from the Committee attendees throughout the meeting:

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MR. NOTMAN: The moving walkway originally planned for the T3/T4 connector, which will connect all the terminals post-security is quite a hike. Is it a mile all the way around, Terminal 1 all the way around to Terminal 4? Are we going to include moving walkways on the bridges?

MR. RICONDO: I do not know if those walkways were eliminated; I know they were in there, but I honestly cannot tell you.

MR. PACITTO: Mr. Gambrill is working through the design of those connectors. One of the original concerns was the maintenance and the operation of the moving walkways.

MR. GIES: Both the Intermodal Center and the hotel are proposed as part of Phase One (of the intermodal center)?

MR. RICONDO: Yes, they both are.

MR. NOTMAN: I don't think we've had much discussion regarding screening facilities, for pass-through screening at the new proposed terminal and baggage claim; did you plan for separate screening locations?

MR. RICONDO: Where we are in the process right now is that the airlines will be receiving what we call majority-in- interest approval. It is basically the approval to proceed with the planning and programming of the facility. When approval happens, then BCAD (the Broward County Aviation Department) will be able to begin the project definition document, which is one that we started about a year and a half ago for just the concourse. The screening area will be free standing and I am sure that just like we did when we started the process, we will be engaging with the TSA (Transportation Security Administration) and the airlines. Right now, we are protecting the facility to evolve into that.

MR. NOTMAN: Is it important to preserve a space for a four-lane checkpoint?

MR. RICONDO: Yes, that is right.

MR. NOTMAN: The Aviation Department is busy constructing a \$36 million baggage claim facility for Terminal 4 right now that will open next year and will be a ramp level induction belt; that's part of the facility, and it might not be ideal, but it would be possible to cart those bags from the new facility and end up into Terminal 4?

MR. RICONDO: Yes, that may be one of the options for the baggage to use the Terminal 4 system if it can handle it.

MS. WARFEL: Can you tell us a little bit more about the Intermodal Center and what Phase One for transit transportation will consist of?

MR. RICONDO: The lower level is intended to be all the modes of transit that we envisioned in the PD&E study. The Aviation Department is not relying on this site to move all its commercial vehicles out here. Clearly, there will be an opportunity for drop-offs and pickups here, but we are continuing to provide the Airport-related commercial vehicle staging in the lower level of the Palm garage. In terms of what's above it, above the ground level, the levels two through six, was deemed to be parking. Parking we think is the right purpose and use. Whether it's public or employee, I think that is an

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option that the Aviation Department may explore, because it has a very good strategic location and access to the terminal access.

MS. WARFEL: I know Brightline is working on a potential station.

MR. RICONDO: Yes

MS. WARFEL: I am curious where Brightline would come into the phases.

MR. RICONDO: The Brightline station is not tied to the intermodal, but it is in the general area and we are protecting for Phase 2.

MS. WARFEL: I know we have said it at each meeting, but I understand you can't spend your money off-site, but the impacts that you have with transportation off-site are significant, so I'm glad to see this moving forward.

MR. GIES: As a follow-up, the Brightline station concepts I have seen include a pedestrian bridge connecting over to the APM (Automated People Mover), and I just wanted to make sure that was still the case if that does move forward, that there will be a connection.

MR. PACITTO: The Brightline connection must take place in the Intermodal Center. We have a lot of different projects and a lot of different discussions going on at the same time as we are working through this Master Plan. Brightline has expressed an interest to bring a station to the Airport. Their original proposal dropped passengers off, requiring a busing operation. Future discussions will include a connection that eliminates the busing operation, that allows the passengers to connect into the APM and in the intermodal center to be able to access Port Everglades, terminal areas, access the Convention Center.

MR. GIES: I am glad you said that because the initial discussion we had was for a busing operation, for an interim solution it works but ideally, we want to make sure everything connects. I see that the hotel is phased. Do you have any more details on how that's being phased?

MR. RICONDO: Phase one is shown here, Phase 2 (of the Master Plan) focuses on taking these older concourses and basically redeveloping a mirror image of Phase 1 (of the Master Plan). Phase 3 (of the Master Plan) would be rebuilt and shifted to the west to make room for an expanded commercial center, not an expansion of the hotel.

MR. ORTIZ: There are a lot of moving pieces to the intermodal center, whose jurisdiction is it? Is it FDOT? How is it going to be funded?

MR. PACITTO: The project is planned to look at how we move people and circulate people around our facility, help eliminate traffic, and eliminate some of the congestion and perhaps potentially eliminate busing costs. The next step is to have conversations with the MPO (Metropolitan Planning Organization) and FDOT (Florida Department of Transportation). Since the Airport is a residual cost airport, the airlines will have to vote on some future development. There are a lot of challenges with this. It is a little bit different than a normal type of development where you say, I want

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to build a warehouse here and I have cash to do it. There are a lot of rules that govern what we can and can not do with the funds.

MR. ORTIZ: The Intermodal Center is an integral part of the function of an airport, but at the same time as I've gathered, there are too many pieces still at work, too many forces that are shaping it, so this Master Plan still needs to morph into truly how it will happen.

MIKE PACITTO: I agree, we'll control the piece that we can control to the best of our ability and work with our partners to implement what you're seeing is in Phase One.

MS. WARFEL: Is BCAD going to be the leaders in trying to work that forward? Leading the charge, setting up the meetings?

MR. PACITTO: The first thing I need to do is get approval from the Board, then, yes, we will begin to have discussions with FDOT.

MS. WARFEL: The previous answer I had received was, we're not doing it because it's not our property, so that's great to hear.

MR. PACITTO: We would be the initial group starting the conversations regarding the intermodal site. Where that goes from there is going to be dependent on, I guess, the process and the players who are involved.

MR. ORTIZ: It is to be expected that you will address the different factors that affect the sequencing that you have identified.

MR. RICONDO: Our sequencing begins with Phase 1, and right now we have no reason to say this cannot be done. The Intermodal Center has value to the Airport from an implementation standpoint, and that is when we propose to demolish the Palm Garage. We like it, we support it, and now we must work out the details. So, if the details work out with this plan and the implementation works with that, great. If it does not, what happens is that the Aviation Department would use other available assets to deal with temporary parking needs during construction. Then, these other assets would get repurposed into other uses and we just allow this to be purely the intermodal center that will come online as all the details are worked out in the timeline that is needed and as the development unfolds.

MR. ORTIZ: The reality is that there are too many pieces and it's too early in the game.

MR. PACITTO: Yes, it's very early on.

MR. GIES: For the green parcel that's right on the corner of Griffin Road and I-95, just a comment that FDOT is moving through with, I believe, some interchange designs, more specifically in our metropolitan transportation plan that will be adopted in December of 2019. We have a high rank project that has FDOT reconfiguring Griffin Road and Old Griffin Road intersection right there, and I know one of the reasons why they have a short-term solution is because they wanted to see what is going on with that parcel. So just to make you all aware, there are going to be some improvements in the

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short-term, but then there are also long-term improvements to provide a connection onto I-95, which hinges on what happens with that parcel.

MR. PACITTO: We had discussions awhile back, we were wired into the discussion, so I agree with you.

MR. NOTMAN: Is the walkway from Terminal 4 (to the 5-gate concourse proposed east of Terminal 4) enclosed?

MR. RICONDO: Yes, it is. The connector is planned and laid out to not only segregate secure from non-secure passengers; it is also a two-level connector to allow for segregation of inbound and outbound passengers as well.

MR. NOTMAN: If there is not a check-in facility in the remote (5-gate) facility and it connects on the secure side, you might not necessarily need a security checkpoint at that location?

MR. RICONDO: Correct. To the extent that the checkpoint has the capacity to support the five gates.

MS. WARFEL: Is there a flyer for the workshop that we can help distribute?

MR. RAMACORTI: We did a flyer. There was also a newspaper advertisement.

MR. GIES: When is the final date that you are going to submit this Master Plan?

MR. RICONDO: The final date will be contingent on the final stamp of approval from the FAA (Federal Aviation Administration). We will have the reports done and ready to be issued as soon as that letter comes. Right now, we suspect that it is going to likely linger into Spring of next year.

MR. GIES: The middle of September you were sending it to FDOT, for them to review it?

MR. RICONDO: Yes, it will go to the FAA concurrently and the process gives them up to I think 90 days, but they have on occasion been taking longer.

MR. GIES: I encourage you to present this to the MPO board.

MR. RICONDO: Thanks, I know that the MPO been pretty engaged with us in all these meetings.

Attachments:

PowerPoint Presentation (FLL TAC #4)

Distribution:

15-04-0902-F2.12-1120

Meeting Attendees/TAC Committee Members

Read File

P:\Project-Miami\BCAD\2015 Master Plan Updates\01 - FLL Tasks\II-12 Phase II Stakeholder Engagement\Meetings\PAC-TAC #4\Minutes\Draft Mtg Notes_FLL TAC Meeting #4_2019-0719.docx

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Appendix A.11
Public Workshop – July 25, 2019

FT. LAUDERDALE AIRPORT

MASTER PLAN WORKSHOP RESULTS

JULY 25, 2019



WORKSHOP RESULTS



Event Summary

58 total registered attendees

52 members of the public

0 members of the media

6 elected officials



[17 comments received]



Comment Themes

10 noise and environmental impact
Including concerns about noise testing, pollution, mitigation and additional environmental impacts.

5 airport layout and transformation
Including suggestions and concerns about monorails, tri-rail connections, charging stations in terminal connectors and traffic patterns.

4 commendations
Including expressions of approval and enthusiasm for completion.

2 online access to information
Including requests for online access to information in a timely manner.

FT. LAUDERDALE AIRPORT

MASTER PLAN WORKSHOP RESULTS

JULY 25, 2019



WORKSHOP RESULTS (CONTD.)



Public Workshop Comments



I like the idea that we are going to be connected from the airport to the center and the hotel in Port Everglades. I think it's very good and a smart idea. One suggestion: try to link the Fort Lauderdale airport to the Brightline line or Virgin USA train or even to Tri-Rail system. I do believe it's important to have those trains arriving at the Fort Lauderdale Airport.



Concerned about noise pollution and exhaust from engines. Planes should be stabilized and wings level before dropping landing gear.



I want to know the plan for future noise tests associated with this master plan and what are the additional environmental impacts of this new plan.



Exciting... Looking forward to seeing this project completed.



With good assurance from FLL consultants that this evening's media material will become available online within 10 days or sooner, I look forward to advising others to review it online.



One reservation: A people mover or monorail shown to extend beyond FLL parking center is financially questionable since no mention of its (Phase 2) per mile cost is stated or compared by mode.



Good work! I look forward to seeing it on the website. Let's get rolling!



This is an amazing project. I believe that it is going to work out for the best at FLL.





COMMENT FORMS & TRANSCRIPTS

MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to flmpucomments@broward.org

Name: Chantai Pendergast

Phone: 954-882-7124

Email: Chantai.pendergast@keolisna.com

Please check one: ☐ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

This is an amazing project. I believe that it is going to work out for the best at FLL.

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

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Name: RICHARD GREER

Phone: (310) 963-3263

Email: richardsgreen@msn.com

Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

GOOD WORK! I LOOK FORWARD TO SEEING IT ON THE WEBSITE. LET'S GET ROLLING!!

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

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Name: MICHAEL Smith - POB 5172, Ft. LAUDERDALE, FL 33310

Phone: _____ Email: _____

Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☒ Other

IREP - FLA. COALITION OF RAIL PASSENGERS (501. C3 NOT FOR PROFIT)

1. WITH GOOD ASSURANCE FROM FLL CONSULTANTS THAT THIS EVENING'S MEDIA MATERIAL WILL BECOME AVAILABLE ON LINE WITHIN (10) DAYS OR SOONER, I

LOOK FORWARD TO ADVISE OTHERS TO REVIEW IT ON LINE: "FLL.NET//MASTERPLAN"

2. ONE RESERVATION: A PEOPLEMOVER OR MONORAIL SHOWN TO EXTEND BEYOND FLL PARKING CENTER IS FINANCIALLY QUESTIONABLE SINCE NO MENTION OF ITS (PHASE II) PER MILE COST IS STATED OR COMPARED

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update. BY MOOE.

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Name: MICHELE PEDERSEN

Phone: 954-648-8838 Email: JLMWaterworx@yahoo.com

Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

My home was tested under the previous Noise Mitigation Program and was Denied Failed by 2db. It was on the list for a Retest But due to lack of Record Keeping in the Noise Mitigation Office it was Never Retested. I want to know the plans for Future Noise tests associated with this Master Plan and what are the Additional Environmental Impacts of this New Plan?

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

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Name: William Van Fossen

Phone: 609-760-6535 Email: billvf@yahoo.com

Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

Concerned About Noise Pollution, Exhaust from Engines. Planes should be stabilized and wings level before dropping Landing Gear often planes are turning over Pine Island Road with Landing Gear Down and engines accelerated to offset loss of lift is then results more noise than ~~needed~~ needed over residential area and more particle pollution from "racing" engines Plus planes are not stabilized in turn with Landing Gear down

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

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Name: Nicola D. Giallongardo

Phone: 954-253-6248 Email: PAPAGUINNESS@GMAIL.COM

Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

The Noise beginning at 4:00am is out of control I have not had a good night's sleep for months. ~~some residents~~ The Residents of DAVIE need some relief. The noise patterns better change once the main runway is active in October.

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

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Name: Lina Marguet
Phone: 954-770-5260 Email: galerinastudio@gmail
Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

My comment is related to the noise. I'm a REAL victim of the noise. @ all times during the night I hear very loud + every 3 min airplanes taking off + crossing thru my property. The noise is annoying + unsearable. I did NOT qualify for the Noise mitigation Prgrm North of Griffin Rd because I'm →

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

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Name: Richard Grant
Phone: 954-816-5045 Email: dentistrgrant@yahoo.com
Please check one: ☒ Resident ☐ Business ☐ Government ☐ Aviation Related ☐ Other

I am very concerned of the current noise impacts over Weston for aircraft Eastbound approaches. An increasing number of aircrafts are making the turn further west (weston) as traffic increases and they often do so at low altitudes instead of optimizing constant decent procedures. Please mitigate noise concerns over Weston especially for mornings & nights.

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.



MASTER PLAN UPDATE FOR FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT PUBLIC OPEN HOUSE WORKSHOP

Thank you for attending the public open house workshop for the master plan update. Your views are important to the Broward County Aviation Department. Should you have any comments or input on the master plan materials presented this evening, please feel free to complete this comment card and drop this form in the Comment Box before you leave. You may also submit comments to flmpucomments@broward.org

Name: Andre Taylor

Phone: 954-275-7166 Email: Andre.TAYLOR@KEO1's.NA.com

Please check one: ☐ Resident ☒ Business ☐ Government ☐ Aviation Related ☐ Other

Exciting..... Looking forward to seeing this project completed.

Thank you for your comments and interest in the Fort Lauderdale-Hollywood International Airport Master Plan Update.

FLL Master Plan Public Open House Workshop

"Attendee Comments"

Anne Kolb Nature Center
751 Sheridan Street
Hollywood, 33019

July 25, 2019
5:30 p.m. - 8:00 p.m.

International Airport in many ways. I see that we are going to have a hotel, new gates, and that is very important.

Please have in mind to have VIP lunch in every single concourse. That's important, too.

In the second hand, it's important to have in mind the artificial intelligence for good, not only for the Fort Lauderdale operation, for the passengers, as well.

And I like the idea that we are going to be connected from the airport to the center and the hotel in Port Everglades. I think it's very good and a smart idea. One suggestion, try to link the Fort Lauderdale airport to the Brightline line or Virgin USA train or even to Tri-Rail system. I do believe it's important to have those trains arriving at the Fort Lauderdale Airport.

(Whereupon, a recess was had.)

MR. SORKIN: Howard, last name Sorkin, S-O-R-K-I-N.

Number one, the connector between terminals three and four hardly have any outlets or power in them. In that connector there's hardly any power there, and it's a brand-new connector. People are sitting there with -- like this (indicating).

Thereupon, the following proceedings were had:

MS. MARQUEZ: My name is Lina, L-I-N-A; Marquez, M-A-R-Q-U-E-Z.

The reason why I am here is because lately, the airplanes don't let me sleep. It's every three minutes, airplanes passing on top of my property. I did not qualify for the noise mitigation program that they did four years ago.

I used to live north of Griffin Road. I had to move because of the airplanes landing on me. So now I am south of Griffin Road, so I do not qualify for the program; but it's crazy, the noise.

So I want to know if there is any program, incentive, some type of help for residents in order for us -- how do you say that -- to insulate the house so we don't hear the noise that's bad, especially at night and especially these days.

That's it.

(Whereupon, a recess was had.)

MR. ESCOBAR: First of all, I like very much what you are doing here. I think that this is a very good exercise for the community, to have the opportunity to be engaged with this project.

On the second hand, I do believe it's very important to improve our Fort Lauderdale

There is like four, maybe, or five up on the wall. Why didn't they put any power in there? And they have all the chairs lined up, people are sitting there, trying to get power for their -- you know, their smart phones and their computers, and they can't. There is no power there. That's something that we really need to redo, because it's a waiting area, a waiting area for their flights. That's one comment that I have.

The second one is on Perimeter Road, the left-hand turn up the ramp into the terminals, it comes up too fast. We need to have some signs to let people know that the left-hand turn is coming up. Okay.

Number three, on Griffin Road, as you are making the left turn onto US1 to get into the airport, they should have color-coded lanes that make it easier for people to know where are the arrivals and the departures. The sign is fine, but when you are looking up to try to find a sign and you are looking left and right, it's confusing. If you know that color is going to take you to the arrivals, the color is going to take you to the parking, another color is going to take you to the departures, it makes it much easier, especially

1 people not familiar with the airport. So that's my
2 comment.

3 If they want to get in touch with me, I used
4 to be a volunteer at the airport in the volunteer
5 corps. It started about 2007, I would say, and so
6 I'm pretty familiar with the airport. If they
7 would like to get in touch with me, my number is
8 (954)434-4692, and here is my email address:
9 HSorkin1@gmail.com.

10 (Whereupon, a recess was had.)

11 MS. ITURRALDE: Kathleen, K-A-T-H-L-E-E-N;
12 I-T-U-R-R-A-L-D-E.

13 I think we have to find a way for the
14 residential communities to coexist with the
15 expansion in terms of noise and enviromental
16 impact. In all the workshops I have been to, there
17 is nobody here from the Florida DEP, and they have
18 not been able to give me the information about the
19 environmental impact, and there are no air quality
20 control monitors in my city.

21 And the last thing, we do have -- are 15
22 nautical miles from the airport, and the aircraft
23 are flying very low on a visual approach, so it's
24 very noisy; and between the noise and the
25 emissions, I am concerned. Okay.

1 be done over the Everglades. I catch some pilots
2 over the Pine Island/Forest Ridge area, where I
3 live, making relatively steep turns to line up on
4 final, gear down, wings not level as they are in
5 their turn, goosing the engine, making more noise
6 than is necessary; and their altitude, I think, is
7 lower or at the bottom end of what's supposed to be
8 allowed.

9 Not only is there noise pollution, but because
10 the engines are up, there is particulate pollution,
11 as well, and that lands on our houses and our
12 trees, and we inhale it and things like that, and
13 that should be done a little softer out over the
14 Everglades. That's my comment.

15 MR. ROBINSON: Randall Robinson.

16 Please, no more fake palm trees in the
17 terminals.

18 When does the Virgin station open?

19 (Whereupon, a recess was had.)

20 MR. BURTON: Fred Burton, B-U-R-T-O-N.

21 I am a 20-plus-year Weston resident, and I've
22 been a resident of Broward County for roughly 35
23 years. My concern, and what I would like to get
24 solved, is the fact that I now have planes flying
25 over my home in Weston, which is approximately

1 (Whereupon, a recess was had.)

2 COMMISSIONER MOLINA-MACFIE: So I am just very
3 concerned. As a city commissioner, I am hearing
4 many complaints from my constituents regarding
5 noise, and they're concerned about the building
6 aspect of what's taking place with the runways and
7 bringing in more air traffic, which can't be
8 helped. We still want some sort of abatement when
9 it comes to the noise factor and the planes flying
10 as low as they have been flying.

11 The City of Weston has many pilots, retired
12 FAA, and we have that level person explaining to us
13 that there should be no reason that we have planes
14 under 2,000 feet, and we consistently have planes
15 1,600, 1,700. This week we had one at 1,500, so
16 very worried about that.

17 And I just want to make sure that people are
18 hearing that my constituents are really having
19 issues regarding noise.

20 (Whereupon, a recess was had.)

21 MR. VANFOSSE: William Vanfosse,
22 V-A-N-F-O-S-S-E. So my comment, I wrote it down
23 over there, also, the planes, when they are coming
24 in on final wing, should be level. They should be
25 stabilized before the gear goes down. That should

1 15 miles from the airport, and those planes are
2 oftentimes less than 2,000 feet of altitude. There
3 is no reason for those planes to be that low. It's
4 disruptive. It's distracting. It's noise
5 pollution. It's possibly enviromental issues, and
6 we have spoken with pilots, flight controllers, and
7 many other people, and there is not one person that
8 feels that the planes should not be at a much
9 higher altitude being as far out from the airport
10 as we are.

11 Thank you.

12 (Whereupon, no other attendees volunteered to
13 put comments on the records, and the proceedings
14 were adjourned at 7:57 p.m.)
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2 CERTIFICATE
34 THE STATE OF FLORIDA)
5 COUNTY OF BROWARD)
67 I, EMILY SCOTT, certify that I was
8 authorized to and did stenographically report the
9 requested portions of the foregoing proceedings and
10 that the transcript is a true and complete record of
11 my stenographic notes.12 Dated this 25th day of July, 2019.
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Broward County Election Department
All Matter Poll Place Questionnaire

Date: Thursday, July 28, 2018

NAME	Address	Phone	Sex	Age	Occupation	Comments
Shantia Pendergast	110 SW 12th Ave					
Kurt Dobson	4401 Riney					
* Rob Heersing	End of ESW Lane					
Michele Pedersen	4716 SW 35th AVE					
Joseph Maye	" "					
Travis M. A. Foster	BCAD					
Miguel Binns	90 SW 8th Street					
Tania Chavarria	COA 2nd Floor					
Luis Lopez	2581 E. 1st Ave					
Richard Grant	770 NW 7th Ave					
Julian Flores	100 NW 7th Ave					
Randall P...	100 NW 7th Ave					

SIGN-IN
SHEETS



FORT LAUDERDALE-HOLLYWOOD
INTERNATIONAL AIRPORT
BROWARD COUNTY, FLORIDA

Broward County Aviation Department

FLL Master Plan Public Open House Workshop

Elected Officials Sign-In Sheet

Date: Thursday, July 25, 2019 Time: 5:30 PM - 8:00 PM Location: Anne Kolb Nature Center in Mangrove Hall 751 Sheridan Street, Hollywood, Florida 33019

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Byron Jaffe	1500 SEABAY Rd	WESTON, FL	WESTONFL.ORG bjaffe@westonfl.org	CITY OF WESTON	[Signature]
Patricia Stearns	17700 Boye Palm Blvd	Weston FL	dstearns@westonfl.org	City of Weston	[Signature]
Mary Molina-MacFie	230 Lakeview Dr Weston	Weston	mmolinamacfie@westonfl.org	" " "	[Signature]
Richard Stark	1225 Jasmine Cir Weston	Weston	richard.stark@outlook.com	State Rep 104	[Signature]
GILBERT ROSS	9090 SW 50th Cooper City	Cooper City	gilbert.ross@cooperfl.org	Cooper City	[Signature]



FORT LAUDERDALE-HOLLYWOOD
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Broward County Aviation Department

FLL Master Plan Public Open House Workshop

Public Sign-In Sheet

Date: Thursday, July 25, 2019 Time: 5:30 PM - 8:00 PM Location: Anne Kolb Nature Center in Mangrove Hall 751 Sheridan Street, Hollywood, Florida 33019

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Chantel Pendergast	110 SW 12th Ave	FT Lauderdale	Chantel.pendergast@kalisNA.com	Kalis	[Signature]
Kurt Dobbing	4401 Polk St	Hollywood FL	3DFant@bellsouth.net	FLNB	[Signature]
Rob Hernandez	CITY OF FT LAUDERDALE	FT. LAUD.	ROBERT.HERNANDEZ@CITYOFFLORIDA.GOV	CITY OF FT LAUDERDALE	[Signature]
Michelle Pedersen	4716 SW 35th AVE	FT LAUD	pedersen.mmm@pg.com	Homeowner	[Signature]
Joseph Moye	" " "	" "	Jim.moye@cityofftlaud.com	"	[Signature]
Trevor M. P. Pendergast	BCAD		trevor.pendergast@bcad.org		[Signature]
Mishka Binns			mmmanb@orange.com		[Signature]
JAMIE CHAVARRAN	80 SW 8th STREET	MIAMI	JAMIECHAVARRAN@CITYOFFLORIDA.GOV	ILL INTERNATIONAL	[Signature]
Luis Lopez	COTI - 2600 Hollywood Pk	Hollywood	llopez@hollywoodfl.org	COTI	[Signature]
Richard Grant	2489 Eagle Run Dr	Weston	dentistgrant@gmail.com		[Signature]
Juan Flores	3750 NW 87th Ave	Miami	juan.flores@jacobson.com	JACOBS	[Signature]
Randall Robinson	700 NW 19th Ave	F+L	rrobinson@fortlauderdale.gov	C of F+L	[Signature]
Mark LeFrierre	City of Dania Beach		mlfrierre@dania-beachfl.gov		[Signature]
George Bulaban	600 N. Pine Island, Plantain	Plantain	george.bulaban@kalef-horram.com	Kimley-Horn	[Signature]

Deputy City Manager

Public Sign-In Sheet

Date: Thursday, July 25, 2019 Time: 5:30 PM - 8:00 PM Location: Anne Kolb Nature Center in Mangrove Hall 751 Sheridan Street, Hollywood, Florida 33019

NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
MICHAEL SMITH	POB 5172, Ft. Lauderdale, FL 33310	Ft. Lauderdale, FL	FCRP-FLA Coalition Rail/Passengers		
J. SIEGELMAN	4123 W Lake EST DR	DAVIE, FL	rightee@gmail.com		
LINA MARQUEZ	4985 SW 27 TERR.	Dania Beach, Fort. Lauderdale	galecinastudio@gmail.com	V/c Resident	
David Stott	1508 N. Victoria Park Rd	Fort Lauderdale	david.k.stott@gmail.com	Resident	
Nicola DiBionardo	4171 SW 70th TERR	DAVIE	PAPAGUINOSS@goval.com	Resident	
MARTY GOLDBERGER			ORFEE S. LUTER & ASS. INC		
John KULPA	161 NW 9th #1000 MIAMI, FL	MIAMI FL	JKULPA@HNTB.COM	HNTB	
José Jane Pedrosa	3202 Beechberry Cr.	DAVIE, FL	QuikreteJCP@aol.com		
Hanni Pasternack		WESTON, FL		Resident	
May Lou Tye	115 S Andrews Ave	Ft Lauderdale	mlytie@browardbeacon.org	Broward League of Cities	
ANGEL CHAVARRIA	7600 CORPORATE CENTER	MIAMI	angel.chavarria@parsons.com	PARSONS	
Tony Herrero	2400 E COMMERCIAL BLVD	Ft. Lauderdale	therrero@communitytransitassociation.com	COMMUNITY ASSOC	
John Dohm	0600 Cowpen Rd #205	Miami Lakes	john@johndohm.com	Florida Transatlantic Ricardo Associates	
SYLVIO PIRES	1829 HARBOUR POINTE CIR.	WESTON, FL	SPPIRES@BELL-SOUTH.NET		
JIM CONNOR	2427 NE 4th PLACE	Fort LAUDERDALE	JIM.CONNOR@BELL-SOUTH.NET	RESIDENT/VOLUNTEER	

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NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Andre Taylor	110 SW 12th Avenue	Panama Beach	Andre.Taylor@ledusa.com	Keolis Transit Services	
Connie Fildene-Tarrant	9413 Ardmorewood Cir	DAVIE	CONNIE.TARRANT@ic@gmail.com	Forest Ridge Community Home	
Luis Olivares	PEELFIELD Pk.	MIAMI	luis.olivares@JACOBS.COM	JACOBS	
RICHARD GREER	581 SE 13th ST, #105	DAVIA	richardsgreer@msn.com	CARTAGUAGGOS	
Alan Pattison	5200 NW 33RD AV.	Fort LAUDERDALE	APATTISON@CAREADMP.COM	THE COORDINATING GROUP	
Michael Wanko	600 N. Pine Island Rd. Suite 450 Plantation	Plantation	michael.wanko@kimley-horn.com	Kimley-Horn	
John Forman	800 NE 1st Place, Unit 1, Ft. Lauderdale 33301	Ft Lauderdale	jforman@bergercommercial.com	Berger Commercial Realty	
Jonathan Roberson			jroberson@broward.org	Broward Co. Transit	
Kathleen Iturralde	2422 Deer Creek Rd Weston FL 33	Weston	Katiturralde@gmail.com		
Bill Van Fossen	9290 Oak Grove Circle Davie	Davie	BillVF@yahoo.com		
Tomas Olivera	600 W. Pine Island Suite 450	Plantation	tomas.olivera@kimley-horn.com	Kimley-Horn	



FORT LAUDERDALE-HOLLYWOOD
INTERNATIONAL AIRPORT
BROWARD COUNTY, FLORIDA

Broward County Aviation Department

FLL Master Plan Public Open House Workshop

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NAME	ADDRESS	CITY	EMAIL	ORGANIZATION	SIGNATURE
Sean Burlingame		Tampa	sharl: norty: @esaasac.com	ESA - 1150	[Signature]
Fred Barton	Weston	Weston			
Henry Mead	1092 Smoke Tree Ct	Weston			[Signature]
Howard Sorokin	10345 GROVE LANE, COOPER	COOPER CITY	hsorkin@gmail.com		[Signature]
Bill Carlton	189 SE 2nd AVE Pompano	Pompano	bill.carlton@tutorperini.com	TPBC	[Signature]
Albert Hernandez	161 NW 6th ST MIAMI	MIAMI	aahernandez@hntb.com	HNTB	[Signature]
Makela G. MacLennan	1500 W Cypress Creek Rd	FT Lauderdale	Makela@mgm.com	MGMA	[Signature]
Sergio Escobar	Pompano Beach	Pompano	sergio.e@america.org	AGA	[Signature]
Leo Villalobos	4141 SW 18th AVE	Miramar	LVillalobos@horizon.com	HDR	[Signature]
Peter F. Dobson	0		peter.dobson@esaasac.com	Quest	[Signature]
Cody Parham	1475 Centrepark Blvd	West Palm Bch	cody.parham@hntb.com	HDR	[Signature]
BEN GUEREL	101 NE 3rd AVE, Suite 430	Fort Lauderdale	ben.guerel@gresham-smith.com	GRESHAM SMITH	[Signature]
Joe Chavira	11270 Michland G- Dr	Great Falls VA	lchavira@ricardo.com	Ricardo	[Signature]



FORT LAUDERDALE-HOLLYWOOD
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NAME	ORGANIZATION	SIGNATURE
ALEX CUEVAS	BROWARD COUNTY AVIATION DEPARTMENT	
ARLENE SATCHELL	BROWARD COUNTY AVIATION DEPARTMENT	[Signature]
BRAD WESTON	MASTER PLAN STUDY TEAM	[Signature]
BRANDON DEREUEVER	MASTER PLAN STUDY TEAM	[Signature]
BRENDAN CAHILL	MASTER PLAN STUDY TEAM	[Signature]
CELINA SAUCEDO	BROWARD COUNTY AVIATION DEPARTMENT	
DAVE RAMACORTI	MASTER PLAN STUDY TEAM	[Signature]
DOUG WOLFE	BROWARD COUNTY AVIATION DEPARTMENT	
ESTELLE BOUDASSOU	MASTER PLAN STUDY TEAM	[Signature]
GASSER DOUGE	BROWARD COUNTY AVIATION DEPARTMENT	
GREG MEYER	BROWARD COUNTY AVIATION DEPARTMENT	
HELEN BOYER	MASTER PLAN STUDY TEAM	[Signature]
HENRY PEREZ	BROWARD COUNTY AVIATION DEPARTMENT	
JILL CAPELLI	MASTER PLAN STUDY TEAM	[Signature]
KAREN FRIEDMAN	BROWARD COUNTY AVIATION DEPARTMENT	[Signature]









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NAME	ORGANIZATION	SIGNATURE
KEN COUTAIN	BROWARD COUNTY AVIATION DEPARTMENT	
LACHERYL FITZPATRICK	MASTER PLAN STUDY TEAM	
MARC GAMBRILL	BROWARD COUNTY AVIATION DEPARTMENT	
MARIANA PITIRICIU	BROWARD COUNTY AVIATION DEPARTMENT	
MARK GALE	BROWARD COUNTY AVIATION DEPARTMENT	
MARLY DESRAVINES	MASTER PLAN STUDY TEAM	
MELISSA BARNETT	MASTER PLAN STUDY TEAM	
MICHAEL NONNEMACHER	BROWARD COUNTY AVIATION DEPARTMENT	
MIKE PACITTO	BROWARD COUNTY AVIATION DEPARTMENT	
NATALIE PALOMINO	MASTER PLAN STUDY TEAM	
OLUWAFEMI ADEWALE	BROWARD COUNTY AVIATION DEPARTMENT	
PETE RICONDO	MASTER PLAN STUDY TEAM	
RAE ANNE GUY	MASTER PLAN STUDY TEAM	
REMY LUCETT	MASTER PLAN STUDY TEAM	
RYAN GOLDMAN	BROWARD COUNTY AVIATION DEPARTMENT	



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