

APPENDIX L – SUMMARIES OF STAKEHOLDER MEETINGS

The appendix includes:

Summaries from each meeting and copies of handouts provided to Stakeholders.

- For meetings held between August 2002 and October 2002, the Fact Sheet (see Appendix J) was distributed.
 - Issue specific information was provided to the following stakeholders, and these handouts directly follow the meeting summaries:
 - Broward County Department of Urban Redevelopment and Planning (8/15/03)
 - Tri-Rail (9/04/03)
 - Broward County Transit (10/06/03)
 - For meetings held between November 2003 and February 2004, the informational packet (or a substantially similar version) titled “Project Update February 2004” was distributed.
 - For meetings held between March 2005 and April 2005, the informational packet titled “Update on the Central Broward East-West Transit Analysis March 2005” was distributed.
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Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Mayor Richard Kaplan, MPO Chair **DATE:** 8/30/02
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Dave Rivera, DMJM+Harris

The purpose of this meeting was to brief Mayor Kaplan, as Broward MPO Chairman, of project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the role of the Regional Transit Authority, project financing and the importance of the local share in qualifying for FTA New Start funding.

Mayor Kaplan stated that, in his view, the study needs to address:

1. Connectivity between the I-595 and I-75 corridors
2. Connectivity to Port Everglades and the Airport
3. Connectivity to Tri-Rail

He further stressed that the connections must be as seamless as possible (part of the same system) so as to minimize transfer penalties. Mayor Kaplan also noted that I-595 was to be designated as part of the Florida Strategic Intermodal System, which should be a consideration in the study.

The meeting concluded with a brief discussion on possible technology alternatives.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Joan Goodrich, Broward Alliance
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess **DATE:** 9/3/02

The purpose of this meeting was to brief Joan Goodrich, Executive Vice-President of the Broward Alliance, of project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I95/I595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the role of the Regional Transit Authority, project financing and the importance of the local share in qualifying for FTA New Start funding.

Ms. Goodrich inquired about the project's connectivity to NW Broward and its residential communities. Mr. Seeburger noted that connectivity to other areas as a part of future phases was an important consideration to the study.

In response to Ms. Goodrich's offer of assistance, Mr. Seeburger noted three items:

1. Help in providing a business perspective for the study
2. Input in the technology and alignment
3. Participation on the project Citizen's Advisory Committee (CAC)

Ms. Goodrich committed to involvement on the CAC, including assistance with the identification of specific business leaders to serve on the Committee. She noted that the Broward Alliance typically has been supportive of transit initiatives, since increased commuting time for workers was a concern to the Alliance members.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Mayor Alex Fekete, Pembroke Pines **DATE:** 9/9/02
Taj Siddiqui, City Engineer
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

The purpose of this meeting was to brief Mayor Fekete of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Mayor Fekete stated emphasized the following issues regarding the study:

1. The study needs to look at an east-west corridor along with north-south overall trips
2. Connection (transfer) points are important. He suggested a concentration of vehicular transport (such as mini-vans) to distribute and collect people.
3. MPO and RTO are the most likely agencies to become the sponsors
4. The study will need to show how the transit improvements will improve local traffic conditions.

Mayor Fekete also stated that the study needs to also focus on the western part of the County.

The meeting concluded with a discussion of local versus commuter traffic in Pembroke Pines.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Vice-Mayor Judy Paul
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess **DATE:** 9/9/02

The purpose of this meeting was to brief Davie Vice-Mayor Judy Paul of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Vice-Mayor Paul stated the following concerns regarding the study:

1. No additional lanes should be added to I-595.
2. There needs to be a balance where Plantation shares the responsibility of stations and the light-rail impact.
3. Light-rail in the median of I-595 should be considered.
4. She envisions only one station located at the Davie/Weston border.
5. Don't duplicate existing, local service. This service needs to be in a dedicated lane/track.
6. She does not support a rail system in the air except, perhaps, in the I-595 median.
7. She thinks that only commuters to Miami or downtown Fort Lauderdale will use the system.

The meeting concluded with Vice-Mayor Paul noting the new Nova Southeastern entrance orientation at University Drive.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Commissioner Tim Smith
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess **DATE:** 9/9/02

The purpose of this meeting was to brief Fort Lauderdale Commissioner Tim Smith of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Commissioner Smith emphasized the following issues regarding the study:

1. The most important component is a comprehensive look at transit.
2. Light-rail in the median of I-595 should be considered.
3. The City of Fort Lauderdale has been working closely with its downtown partners on the RAC/SAC study and believes that they will move forward with a recommendation.

Commissioner Smith reemphasized an overall transit plan for the County was needed. He recognized, however, that this study was not the proper mechanism.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Mayor Rae Carol Armstrong
Marcia Berkley, Planning Director
Brett Butler, City Engineer
Kris Mory, Economic Development Coordinator
Gus Schmidt, FDOT
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Dave Rivera, DMJM+Harris

DATE: 9/11/02

The purpose of this meeting was to brief Plantation Mayor Armstrong of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Mayor Armstrong stated the following concerns regarding the study:

1. The City has underway its Central Development District study which will compliment the FDOT study. This CDD study focus has been on directing movement north-south from the I-595 corridor.
2. The identification of local attractors and connections is important
3. The "Tri-Rail" option should be modified to consider SR 7 instead of University Drive. This will also be consistent with the "enterprise" focus on the SR 7 corridor.
4. She will be concerned with a Broward Boulevard alignment. While it could be an enhancement, no rail. Perhaps something higher level than a bus, but not rail.
5. Would consider an alignment in the I-595 median, but not along the north side. An I-595 alignment would then be serviced with their CDD system.

Mayor asked about the types of technology to be considered. The discussion continued with the importance of a shuttle and system identity, and the importance at looking at all connectors.

Ms. Mory mentioned that their Master Plan will be completed within the next couple of months. We need to coordinate to ensure consistency with the goals and recommendations.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Scott Brunner, City Traffic Engineer **DATE:** 9/12/02
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

The purpose of this meeting was to brief the City of Weston of the project background, purpose and schedule. John Flynt, City Manager, asked that we meet with Scott Brunner representing the transportation interests for the City of Weston.

Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Mr. Brunner emphasized the following issues regarding the study:

1. Boneventure and Wyndam Hotel would benefit from a premium transit service. Many winter and foreign residents plus successful convention facilities at this development.
2. The Weston business center, Cleveland Clinic and newly approved Beacom Point development would also benefit from a system. The businesses would probably like a station near them on Weston Road or at Boneventure.
3. Trying to penetrate the City would not be supported.

Mr. Brunner reemphasized the City is supportive of transit overall, but it has a limited role for their residents.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward Transit Alt. Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Tom Kassawara, Director of Engineering **DATE:** 9/13/02
Gerson Garcia, Planning Manager
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Joaquin Vargas, Carter & Burgess

The purpose of this meeting was to brief the City of Sunrise of the project background, purpose and schedule. Pat Salerno, City Manager, asked that we meet with Messrs. Kassawara and Garcia representing the transportation interests for the City of Sunrise.

Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issue to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Mr. Kassawara had the following observations regarding the study:

1. A transit system adjacent to I-595 is more logical than a Broward Boulevard/Sunrise Boulevard alignment.
2. The City is more interested in a rail alternative.
3. They are interested in stations to service the Sawgrass Corporate Park, Sawgrass Mills, the Arena and the potential Metropica City Center development.
4. The best alignment may be along I-595 then up the Sawgrass Expressway to the Arena/Sawgrass Mills.
5. The City is ready to assist with identifying business leads for involvement and coordination.

Mr. Garcia also mentioned that the TAC to the Broward League of Cities would be a valuable group for coordination. As Chairman of the TAC, we can contact him for their involvement.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Kristen Jacobs
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 10/3/02

The purpose of this meeting was to brief County Commissioner Kristen Jacobs of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issues to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Commissioner Jacobs stated the following initial concerns regarding the study:

1. I-595 only handles Central Broward and other east-west corridors are also important.
2. The study should not be limited to the I-595 alignment. A broader study area should be considered.
3. The study should determine who will use the system and where the people commuting to downtown originate their trip.

Mr. Seeburger reassured Commissioner Jacobs that the study would not be limited to the I-595 alignment and would address her ridership questions. As an example, he explained the challenge of determining the alignment and connection to the variety of terminals in east Broward; Airport, Seaport, Tri-Rail and downtown.

The meeting concluded with Commissioner Jacobs expressing support for the project if it indeed evaluated the broader area.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Lori Parrish
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 10/4/02

The purpose of this meeting was to brief County Commissioner Lori Parrish of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issues to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Commissioner Parrish stated the following regarding the study:

1. She anticipated that premium transit would be high-speed along I-595.
2. The RTA would probably operate the system.

The meeting concluded with Commissioner Parrish expressing support for the project.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner John Rodstrom
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 10/22/02

The purpose of this meeting was to brief County Commissioner John Rodstrom of the project background, purpose and schedule. Mr. Seeburger reviewed the project origin as a recommendation of the I-95/I-595 Master Plan. He reviewed that two main issues to be determined from this study will be:

1. Alignment/technology
2. Project Sponsor

Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding.

Commissioner Rodstrom stated the following regarding the study:

1. He understood that any type of transit technology might be suitable.
2. He felt it was important that the system should connect to the proposed people mover at the airport. Commissioner Rodstrom thinks the County can arrange the financing for the people mover. An extension of the people mover may be the method to connect to downtown Fort Lauderdale, but other financing will be needed.

The meeting concluded with Commissioner Rodstrom expressing support for the project.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East-West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Cynthia Chambers, Broward Co.
Greg Stuart, Broward Co.
Stacey Dahlstrom, Broward Co.
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess
Jill Quigley, Carter & Burgess

DATE: 08/15/03

The purpose of this meeting was to update the Broward County Office of Urban Planning and Development staff on the status of the Central Broward project; learn about the Office's activities and plans in the corridor and to identify a staff person to participate on the project Steering Committee.

Mr. Yesbeck presented an overview of the project noting that four alignment and two technology alternatives (bus rapid transit and light rail) are under consideration. He also noted that the eastern terminus of the alignment alternatives has not been determined. The Fort Lauderdale Central Business District and the airport are centers that are under consideration.

Mr. Stuart asked about the planned Intermodal Transfer Center (ITC) and how it would relate to the alternatives under consideration and if there would be connections to the FEC. Mr. Yesbeck noted that there are several ongoing projects and studies such as the airport- seaport people mover and a study of the feasibility of transit in the FEC that need to be considered in and/or coordinated with the Central Broward project.

The County's interest in the SR7 Transit Bridge and Downtown Connector projects and their relationships to the Central Broward project was also discussed. It was observed that three of the four alignment alternatives that are under consideration utilize Broward Boulevard, which would be consistent with the Downtown Connector Study and redevelopment goals of the County. It was also observed that the City of Plantation might be resistant to any transit improvements on Broward Boulevard.

Mr. Stuart asked what happens after the identification of a Locally Preferred Alternative (LPA) for the Central Broward project. Mr. Yesbeck provided a brief overview of the FTA project development process and again noted the need for coordination among the various ongoing transportation studies.

Ms. Chambers said that her staff is working with the South Florida Regional Planning Council on the development of new zoning codes for mixed-use development including a mixed use overlay district. She anticipates that these model ordinances are one to two years away from development and adoption.

She noted areas that have redevelopment potential including Sunrise Boulevard, east of SR7 and the SR7/Broward Boulevard area. She observed that in some areas along Broward, the neighborhood associations have expressed resistance to redevelopment. They want to maintain the stability of the neighborhoods and are seeking zoning ordinances that would preclude multi-family housing including duplexes.

Characteristics that the County sees as indicative of redevelopment potential include:

- lower vacancy rates;
- increasing household size;
- “upside down” properties (where the land values exceeds the value of the improvements);
and
- the presence of a CRA.

Ms. Chambers also noted that socioeconomic data sets are going to be updated annually.

She identified Peter Ross, Assistant Director, to represent the Office of Urban Planning and Development on the Central Broward Steering Committee.

REPORTED BY: Reed Everett-Lee

Meeting Report

PROJECT: Central Broward East-West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Mike Williams, Tri-Rail
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 09/04/03

The purpose of this meeting was to update Mr. Williams on the project status and to discuss some significant issues. An agenda and back-up was distributed.

Project Status

Mr. Seeburger began the meeting with a review of the project and its current status. He noted that the project is currently being refocused to provide more information to stakeholders and decision-makers, in order to refine to fewer alignments. Due to the land use, density and previous FTA experiences with transit in Florida, we need to strongly demonstrate a thorough technical study that concludes with a sensible recommendation.

The group discussed the approach for community involvement and incorporation of issues. Mr. Seeburger noted the increase in proposed stakeholder meetings and MPO presentations as a part of the refocused effort. Mr. Williams emphasized the importance of having a strong Purpose and Need. He also suggested relying on the Steering Committee and Study Advisory group for feedback and guidance. Furthermore, he noted that the Steering Committee members should serve as advocates within their own organizations.

Proposed I-595/SR 84 Station

Mr. Seeburger noted that the I-595 SR 84 alignment presumes a new station at SR 84. Mr. Williams indicated that Tri-Rail would not support a new station at this location. It is within the proximity of the existing Fort Lauderdale Airport station and at the base on the New River railroad bridge. Mr. Williams suggested that a written request for an opinion be sent to Joe Giuliatti.

Action: Mr. Yesbeck will prepare a draft letter for FDOT to send to Mr. Giuliatti regarding their position on a new station.

Funding/Coordination

Mr. Williams noted that the RTA would support this project as a part of their program. This support would include the provision and coordination for funding. Mr. Williams noted that funding partners include the FTA, FDOT and the MPO. Mr. Williams also noted that the RTA would be interested in sponsoring the project regardless of the recommended technology.

Mr. Seeburger reviewed the coordination efforts being conducted under the study. This includes meetings with the Steering Committee, Study Advisory Committee, stakeholders, MPO/TCC/CIR, and other groups. Mr. Williams requested that a higher level of coordination be conducted with him than just involvement at the Steering Committee.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East-West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Bob Roth, Broward County Transit
Lorraine Smith, Broward County Transit
Mike Ronskavitz, Broward County Transit
Chris Barton, Broward County Transit
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 10/06/03

The purpose of this meeting was to update Broward County Transit (BCt) staff on the project status and to discuss some significant issues. Back-up material on Tier 1 and project issues was distributed.

Project Status

Mr. Seeburger began the meeting with a review of the project and its current status. He noted that the project is currently being refocused to provide more information to stakeholders and decision-makers, in order to better define the current 4 alignments and evaluate them in more detail in order to identify a locally preferred alignment.

In response to questions, Mr. Seeburger noted that the initial capital cost estimates range from \$52 million for BRT on Sunrise/Broward to \$630 million for LRT in I-595. Operating costs range from \$13 million to \$17 million per year.

Technology

BCt staff noted that a rail alternative would be a better technology choice since it has more capacity for future growth. They recognized the higher capital cost for this option.

The staff recommended that presenting more detail on the LRT and BRT technologies may allow the neighborhoods to accept BRT as an option. They cautioned that BRT must be marketed differently; otherwise, it will appear to be another bus.

Financial Analysis

Mr. Seeburger noted that the project includes a financial analysis to identify possible funding mechanisms for the locally preferred alternative. A financing workshop will be held with elected officials and leaders to identify local revenue sources for a funding program and make a recommendation regarding the implementing agency. There was some discussion regarding the role that the South Florida Regional Transportation Authority could play, not only in the development of this project, but also other projects that are proposed and planned within the region.

This workshop is anticipated to occur in March 2004. BCT staff noted that this workshop would not conflict with their efforts in developing a transit master plan for Broward County.

Baseline/Transportation Systems Management (TSM) Alternative
Recent Federal Transit Administration (FTA) guidance and information regarding the development and definition of the Baseline/TSM alternative in their (FTA's) project development



process was presented and discussed. An initial draft of the Central Broward East-West Transit Analysis Baseline/TSM alternative was provided and discussed. It was agreed that Mr. Everett-Lee would coordinate with Mr. Ronskavitz to define the Baseline/TSM alternative in more detail.

Baseline Alternative

Mr. Everett-Lee distributed a draft definition for a Baseline/TSM alternative. After considerable discussion about the alternative definition, it was agreed that Messrs. Everett-Lee and Ronskavitz would work together on the development of the definition.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Pam Madison, Broward County
Jennifer Schaufele, Broward County
Reed Everett-Lee, Carter & Burgess
Joe Yesbeck, Carter & Burgess **DATE:** November 13, 2003

The purpose of this meeting was to brief Pam Madison, Assistant to the County Administrator, and Jennifer Schaufele, MPO Director, on the project background, purpose and schedule.

Mr. Yesbeck reviewed the project alternatives and discussed funding issues. Other specific issues discussed were the importance to coordinate with the other on-going transit studies in Broward County, project financing and the importance of the local share in qualifying for FTA New Start funding. The local share will need to be in the form of a dedicated revenue source.

Ms. Madison indicated the following regarding the study:

1. Ensure that the cities affected by the alignments are kept well informed. Mr. Yesbeck reviewed the on-going stakeholder visits with city leaders.
2. The project needs to state good, hard facts on the benefits in order to win public support.

Ms. Madison suggested that we meet with all members of the County Commission, not just the MPO members. This will become important if their support for a new financing option is needed.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West Transit
Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Carlton Moore, Vice-Mayor, Ft. Lauderdale
Scott Seeburger, FDOT
Reed Everett-Lee, Carter & Burgess
Joe Yesbeck, Carter & Burgess

DATE: November 13, 2003

The purpose of this meeting was to brief Vice-Mayor Carlton Moore on the project background, purpose and schedule.

Mr. Seeburger reviewed the project alternatives and discussed funding issues. Vice-Mayor Moore stressed the following points:

1. Policy level leadership is needed in order to move transit forward as an alternative in Broward County.
2. A north-south connector is needed in addition to the east-west connection.
3. Implementation of services should be incremental. Start with rubber-tire service first, and then move to rail as the ridership develops. Also, use a greater number of smaller buses rather than the traditional bus.
4. Many people use transit because it is cost prohibitive to use a car. Raising the parking rates should be considered as a means to both further increase transit use and to raise revenues.
5. HOV lanes should be considered on Broward Boulevard and other arterials during peak periods.
6. While he does not oppose consideration of an aerial structure, taking a lane would be preferable.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Commissioner John Rodstrom
Scott Seeburger, FDOT
Reed Everett-Lee, Carter & Burgess **DATE:** 11/18/03

The purpose of this meeting was to update County Commissioner John Rodstrom on the project's status and schedule. Mr. Seeburger presented the alternative under consideration and key issues. He noted that the two main issues are:

1. Alignment/technology
2. Project Sponsor

Another issue that was discussed was dedicating an existing traffic lane for transit use. Commissioner Rodstrom expressed concern regarding this concept. He noted that dedicating a lane for transit had been an issue in the studies that the Downtown Development Authority had done. He felt that on high traffic volume streets such as Broward Boulevard, the transit ridership would not attract enough riders to compensate for the loss of capacity for general purpose traffic.

He also noted that recent increase in construction in downtown had been unanticipated and that if it becomes too difficult for people to get to downtown; they will quit coming downtown.

He indicated that for a new source of funding to be approved for this project it would be necessary to demonstrate that it will provide real and significant benefits.

Commissioner Rodstrom asked about the next steps for the project. Mr. Seeburger responded that information would be presented to the MPO Board in March and that they would be asked to approve a Locally Preferred Alternative in April.

The meeting concluded with Commissioner Rodstrom expressing support for the project.

REPORTED BY: Reed Everett-Lee

Meeting Report

PROJECT: Central Broward East-West Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Mayor Rae Carol Armstrong
Marcia Berkley, Planning Director
Brett Butler, City Engineer
Rachel Bach, Economic Development
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 12/04/03

The purpose of this meeting was to brief Plantation Mayor Armstrong of the project status, schedule and significant issues.

Mr. Seeburger began the meeting with a brief summary of the I-595 Roadway PD&E that recently begun. The discussion transitioned to a review of the 4 alignments under consideration for the Central Broward East-West Transit Study (CBEWTA). Mr. Seeburger discussed the various horizontal and vertical alignment issues that were constraints to placing a transit alignment in the I-595 median.

Mr. Yesbeck noted that the I-595 alignments were better for mobility while the Sunrise/Broward alignments were more reactive to accessibility. The I-595/SR 7 alignment actually begins to address both. Mr. Yesbeck also noted that the I-595/SR 84 alignment did not have a Tri-Rail station which is a significant weakness.

Mayor Armstrong supported use of State Road 7 for a portion of the alignment. She agreed that the SR 7 Collaborative as well as economic redevelopment activities underway in the corridor by the City of Plantation makes it a strong alignment. Ms. Bach mentioned that the City is pursuing economic redevelopment of the southeast corner at SR 7 and Broward Boulevard. This is along all of the alignments and a location for a potential station. Some right-of-way will be needed for the station platform, and possibly a guideway.

Mayor Armstrong and the city staff did not oppose the concept of taking an existing lane for transit. Ms. Bach noted that at-grade appears to be more viable than grade-separated along SR 7. The mayor had the following additional observations:

1. Connectivity to the transit terminal between Pine Island Road and University Drive must be considered.
2. Regarding the I-595/SR 7 alignment, consider adding a spur that splits at SR 7 and proceeds directly to the airport.
3. Both a I-595 corridor and an arterial corridor may ultimately be needed. Mayor Armstrong considered Oakland Park Boulevard to be a viable alignment, especially when combined with I-595.

The meeting concluded with a description from Mr. Seeburger of the financial workshop planned for April 2004. Mr. Seeburger noted that a local match, specifically a dedicated local revenue source, would be needed in order to qualify for federal "New Starts" funding.

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Comm. Irwin Harlem, City of Sunrise **DATE:** January 5, 2004
Tom Kassawara, City of Sunrise
Gerson Garcia, City of Sunrise
Scott Seeburger, FDOT
Reed Everett-Lee, Carter & Burgess
Joe Yesbeck, Carter & Burgess
Joaquin Vargas, Carter & Burgess

The purpose of this meeting was to brief the City of Sunrise participants on the project status, alternatives and schedule.

Commissioner Harlem noted that a rail system was needed to include I-75 into Miami as well as I-595. Commissioner Harlem also noted that public transportation was needed for service industry jobs as Sawgrass Mills and Office Depot Center. Mr. Garcia supported having the Sawgrass area as a termination point for all the alternatives.

After a brief review of the alignments, Mr. Yesbeck noted that The I-595/SR 7/ Broward Blvd alignment appears to perform better, yet may have the higher capital cost. The city staff noted that while they support all the alignments, this one appears to be the best fit for commuters. It would probably have a higher travel speed than the Sunrise/Broward alignments.

Mr. Everett-Lee asked about the station spacing near the west terminus. City staff agreed that possibly two stations would be needed, especially with the plans for Metropica.

With regards to technology, the staff supported LRT rather than an incremental approach using BRT or buses. They did not support the concept of taking a lane for transit. Rather, they noted that this service should be additional capacity. Their reaction was mixed regarding the possibility of an aerial structure, although they did not see the need along S.W. 136 Avenue.

The staff was asked about possible locations for a maintenance yard. Mr. Kassawara noted that the city was approaching build-out and that no suitable property remained in the City.

The meeting concluded with a discussion of funding options. Mr. Seeburger noted that a financing workshop is planned for April. A key issue will be the identification of a dedicated funding stream for capital and O&M for the preferred alternative. Mr. Garcia mentioned that linkages to other services and areas was important to secure federal funding participation.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Norm Taylor, Broward County,
Economic Development
Scott Seeburger, FDOT
Reed Everett-Lee, Carter & Burgess
Joe Yesbeck, Carter & Burgess

DATE: January 7, 2004

The purpose of this meeting was to brief Mr. Taylor on the project status, alternatives and schedule.

Mr. Taylor noted that Broward County Commissioner Kristin Jacobs will be going to San Diego and looking at the affects on economic development of their light rail system. He also noted that Vision Broward will be completing its efforts in the March – April time frame. Nova Southeastern will be preparing a report for Vision Broward and that the transit issue will go to the MPO for comment.

Mr. Seeburger provided an overview of the alignments and transit modes under consideration in the Central Broward East West Transit Analysis. He pointed out that the project is following the Federal Transit Administration project development process, so as to be eligible for federal funding.

Mr. Taylor asked about the location of the alignments relative to the airport and seaport. Mr. Yesbeck pointed out that all of the alignments go the planned Intermodal Transfer Center (ITC) at the airport. He also noted that if the proposed airport-seaport people mover goes to the convention center that the Central Broward East West project could terminate at the convention center rather than the ITC.

Mr. Taylor observed that he had heard concerns expressed regarding traffic congestion at the most recent Commission meeting. He also commented extensively on the future growth of the South Florida Educational Center, not only for educational purposes, but also as a center for biotech research.

There was some discussion of where growth in employment in the county is likely to happen and which of the alternatives will best serve those areas. Mr. Taylor observed that the I-595/SR7 alignment alternative appears to both improve mobility on I-595 and provide access to the major activity centers.

The meeting concluded with a discussion of funding options. Mr. Taylor noted the importance of the support of the business community for improvements at the airport. Mr. Seeburger noted that a financing workshop is planned for April. A key issue will be the identification of a dedicated funding stream for capital and O&M for the preferred alternative.

REPORTED BY: Reed Everett-Lee

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Ben Graber
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 01/15/04

The purpose of this meeting was to update County Commissioner Ben Graber on the project's status and schedule. Mr. Seeburger noted the origin of the study and discussed the I-595 roadway elements currently under study.

Mr. Yesbeck reviewed the 4 alignments. Commissioner Graber noted that Andrews Avenue appears to be an ideal location for the service, providing connectivity to Broward General Hospital and the County Courthouse.

Commissioner Graber asked about the impact of this proposed system on the existing bus service. Mr. Seeburger noted that the existing service would be redesigned to support and feed this system. The discussion then focused on the two principal alignments, I-595 and Sunrise/Broward, and their probable market. Commissioner Graber summarized the discussion by noting that the decision will be whether to serve commuters (I-595) or shoppers (Sunrise/Broward).

The meeting concluded with a discussion on the range of capital cost for the alternatives and possible financing options. Commissioner Graber asked about the advantages of BRT versus LRT. Mr. Seeburger noted that although FTA can contribute up to 50% of the capital cost, it might be more practical to assume that they will only match 30% due to the competitive nature of the program. Ultimately, a local, dedicated funding source will be needed for the project. This financial issue will be further addressed in a project workshop scheduled for April 2004.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Sue Gunzburger
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 01/16/04

The purpose of this meeting was to update County Commissioner Sue Gunzburger on the project's background, status and schedule. Mr. Seeburger noted the origin of the study as part of the I-95/I-595 Master Plan.

Commissioner Gunzburger initiated a discussion of the justification for LRT in urban areas. Mr. Everett-Lee noted that demand, operating cost and permanence for development were all reasons why a community would look towards LRT. Mr. Seeburger reviewed the 4 alignments, focusing on the two principal alignments, I-595 and Sunrise/Broward, and their probable market.

The meeting concluded with a discussion on the range of capital cost for the alternatives and possible financing options. Commissioner Gunzburger asked about financing sources. Mr. Seeburger noted that although FTA can contribute up to 50% of the capital cost, it might be more practical to assume that they will only match 30% due to the competitive nature of the program. Ultimately, a local, dedicated funding source will be needed for the project. This financial issue will be further addressed in a project workshop scheduled for April 2004.

Commissioner Gunzburger noted that the public appears more interested in parks and libraries at this time and, therefore, a specific dedicated revenue source would be difficult to identify.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Council Member Judy Paul, Town of Davie **DATE:** 01/20/04
Larry Peters, Town of Davie
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

The purpose of this meeting was to update Council Member Judy Paul and Town Engineer Larry Peters on the project's status and schedule. Mr. Seeburger noted the origin of the study and discussed the I-595 roadway elements currently under study.

Council Member Paul noted that the I-595 alignments show the system on the southern portion of the right-of-way. She believed that the burden for the system should be shared with neighboring municipalities such as Plantation. The possibility of placing the system in the I-595 median was reviewed. Mr. Seeburger noted that there was not sufficient room for the planned reversible lanes and the guideway with stations. This would require additional right-of-way for expressway expansion. Mr. Peters asked about the status of the reversible lane construction. Mr. Seeburger noted that it was 12 to 15 years away.

Council Member Paul stated that the Sunrise/Broward alignment appears better suited for a new transit system, since existing transit already utilizes the corridor. Furthermore, she noted that this alignment does not place any burden on the Town of Davie.

Regarding stations, they noted that the stations along the I-595 alignment are also within Davie. Their concern was additional traffic generated by the stations, possible additional noise and the loss of private property to their tax rolls. Mr. Seeburger noted that a preliminary engineering and environmental study would be conducted on the preferred alternative which would look at issues such as noise. He also noted that the stations actually assist in economic development when done with complimentary land uses and zoning. Council Member Paul noted that the proposed station near University Drive might be better located on the north side of I-595 as a part of the modal center planned for the Central Plantation district. They also agreed that the South Florida Education Center needed to have station access.

The project schedule was reviewed, specifically subsequent phases towards implementation. Mr. Seeburger noted that a system would not be available until generally 2015. This is due to the time needed for environmental analysis, design, right-of-way acquisition and construction. This schedule also assumes that funding for subsequent phases will be available when needed.

The range of capital cost for the alternatives and possible financing options was discussed. Mr. Seeburger noted that the range of capital cost is currently \$200-\$700 million. Mr. Seeburger noted that although FTA can contribute up to 50% of the capital cost, it might be more practical to assume that they will only match 30% due to the competitive nature of the program. Ultimately, a local, dedicated funding source will be needed for the project as well as all of the expanded transit needs. This financial issue will be further addressed in a project workshop scheduled for April 2004. Mr. Seeburger noted that the MPO should look at the ultimate plan versus something more immediate, e.g. an implementation plan with BRT and LRT.



Council Member Paul will brief the rest of the Council at their meeting on January 21, 2004. At that meeting, she will propose that a project presentation be placed on the February 4 Town Council meeting agenda. Mr. Yesbeck will forward agenda presentation materials to Mr. Peters by January 22, 2004.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Commissioner Diana Wasserman-Rubin **DATE:** 02/04/04
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

The purpose of this meeting was to update Broward County Commissioner Wasserman-Rubin on the project and schedule. Mr. Seeburger noted the origin of the study from the I-595 Master Plan.

Commissioner Wasserman-Rubin noted that east-west travel patterns should be investigated for improvements. She noted that Alignment #1, I-595/SR 7, appeared to be the best option since it alleviates I-595. She did not prefer Option #2 (I-595/SR 84) or Option #4 (Sunrise/SR 7/ Broward).

Commissioner Wasserman-Rubin next asked about LRT and BRT costs. She believes that the County Commission would prefer BRT due to its lower capital cost. In addition, she noted that an implementation plan that gets service implemented sooner than 10 years is needed. Mr. Seeburger noted that the technology type would probably get down to finance. If the community wants a higher-type system, then some type of dedicated revenue will be needed.

Commissioner Wasserman-Rubin noted that transit is a priority for the Commission. They directed the County Administrator that transit expansion needed to move forward. She also noted that traffic/congestion is the #1 issue with every HOA or group in her district.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Vice-Mayor Kristen Jacobs, Broward County **DATE:** 02/26/04
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

The purpose of this meeting was to update Broward County Vice-Mayor Kristen Jacobs on the project and schedule. Mr. Seeburger noted the origin of the study from the I-595 Master Plan. He reviewed the 4 alignments evaluated in Tier 2 and the recommendation for Alignment 1. The proximity to key attractors, the higher ridership and its ability to address mobility needs were key reasons for the recommendation. Vice-Mayor Jacobs stated that she did not think this was the best alignment. She believed that the Sunrise/Broward corridor would be better because of possible future development potential. We explained that future land use plans along that corridor was not compatible with the intensity needed for transit. Also, the I-595 corridor had more undeveloped land available than the Sunrise/Broward corridor.

Vice-Mayor Kristen Jacobs asked about the technology types being considered in this study. Mr. Seeburger noted that both LRT and BRT are being considered. He also noted that finance would also be a factor in the technology type. If the community wants a higher-type system, then some type of dedicated revenue will be needed.

Vice-Mayor Jacobs asked about the location of the guideway within the I-595 alignment. Mr. Seeburger noted that it was along the south side, closer to the development.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Vice-Mayor Kristen Jacobs, Broward County **DATE:** 04/29/04
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

The purpose of this meeting was to brief Broward County Vice-Mayor Kristen Jacobs on the analysis results of a combined Alignment 1 + 2, as she requested at the March 18 MPO meeting. A copy of the analysis results to be presented at the May 13, 2004 MPO meeting was distributed.

Mr. Seeburger reviewed the analysis results; specifically, that the addition of a direct connection to the airport increases costs by 50%, yet ridership increases 10%. Based on an analysis of just the numbers, it appears that the additional direct connection is not viable. Mr. Yesbeck added that while the study team was not recommending the airport connection because of the analysis, the MPO and BCC could add it for policy reasons.

Vice-Mayor Jacobs noted that Alignment 1 + 2 provided a greater loop for operations between the airport and downtown area. After a brief discussion of possible operating options, Mr. Yesbeck noted that the actual operating plan would be developed in the next phase of the study.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Comm. Carlton Moore, City of Fort Lauderdale
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 04/29/04

The purpose of this meeting was to brief Commissioner Carlton Moore on station parking and connectivity, as he requested at the March 18 MPO meeting. A copy of the analysis results to be presented at the May 13, 2004 MPO meeting was distributed.

Mr. Seeburger reviewed the analysis results. A map was prepared that detailed which stations will require parking. Mr. Seeburger noted that the stations at the Office Depot Center and at the Fort Lauderdale Tri-Rail station are proposed to be joint-use.

Mr. Seeburger also reviewed the map showing connectivity of the proposed stations to the existing local transit and circulator systems. This map detailed that the possible stations at College Avenue and at SR 84/Andrews Avenue would need modifications to existing routes.

Commissioner Moore acknowledged that this analysis addressed his concerns stated at the March 18 MPO meeting.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Mayor Richard Kaplan, Lauderhill
Earl Hahn, Planning and Zoning Director
Heather Cunniff, City of Lauderhill Planning
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE 10/29/04
:

The purpose of this meeting was to review the alignment recommendation with Mayor Kaplan. Specifically, Mayor Kaplan had stated some concerns at the Land Use Workshop that the analysis did not adequately address future development plans in the City of Lauderhill.

The meeting began with Mayor Kaplan describing the proposed new developments within the City. These developments (e.g. Carishoca) are located northeast and northwest of the intersection of SR 7 and Sunrise Boulevard. Mayor Kaplan emphasized his belief that the alignment analysis needed to incorporate these developments, although they have not been approved or made a part of the adopted land use plan/comprehensive plan.

Mr. Yesbeck noted that constant land use and development changes occur throughout the study. The process is designed so that reassessments occur at key points to account for changes in development.

Mr. Hahn noted that right-of-way constraints along the south side of Sunrise Boulevard would force a guideway onto the north side of the corridor. This would require taking property away from the Carishoca development, east of SR 7. Mayor Kaplan suggested in lieu of going east to NW 31 Avenue, the alignment should continue north along SR 7 to the Lauderhill Mall, site of a transit transfer station.

After considerable discussion about this alignment change, Mr. Seeburger agreed that it would be modeled to assess its performance. Since the results will not be available by the November 3 deadline for the MPO Package, we will include with a submittal that this analysis is underway and will be forwarded once results are available.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Comm. Dan Stermer, Weston
Scott Brunner, City Traffic Engineer
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 11/03/04

The purpose of this meeting was to review the alignment recommendation with Commissioner Stermer and address any additional concerns.

The meeting began with Mr. Yesbeck reviewing the presentation material to be included in the agenda package for the 11/18/04 MPO meeting. Particular attention was given to:

- Project Schedule – An alignment decision is needed in November if we are to have a New Starts submittal to FTA in June 2005.
- Alignments – Commissioner Stermer asked if the Airport Spur could be designed with a transfer station at SR 7. Mr. Yesbeck noted that this could be done as a subsequent project phase.
- New Starts Evaluation – The New Starts Evaluation criteria for the Project Justification Rating and the Financial Rating was reviewed. It was noted that cost effectiveness, and the overall financial plan, play the strongest role in the FTA rating.
- Technical Analysis – The results for the recommended alignment, the Airport Spur and the Lauderhill Extension 'A' were reviewed. Mr. Yesbeck noted that the additional capital and operating costs for the two extended options would make cost efficiency worsen. This will result in more difficulty justifying the project to FTA. Commissioner Stermer inquired about usage at the Lauderhill Transit Station; specifically, the service frequency and patrons. This will be researched for the MPO meeting.

Commissioner Stermer asked about the potential financial impact to the cities. He noted that cities are always looking for more information and how it will affect them financially.

Commissioner Stermer asked what could be done to raise the projected ridership. Mr. Yesbeck stated that working on land use around stations, as described by Mr. Everett-Lee at the workshop, would lead to higher ridership projections.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Comm. Carlton Moore, Fort Lauderdale
Scott Seeburger, FDOT District 4
Reed Everett-Lee, Carter & Burgess **DATE:** 11/04/04

The purpose of this meeting was to review the alignment recommendation with Commissioner Moore and address any additional concerns.

The meeting began with Commissioner Moore observed that the MPO meeting on November 18th conflicts with the state-wide League of Cities meeting. Commissioner Moore noted that he, and in all likelihood, several other MPO Board members, as well as their alternates would be attending the League of Cities meeting. Commissioner Moore said that he had requested that the MPO meeting be changed.

Mr. Seeburger pointed out that at the December meeting the MPO would be considering FDOT's five-year work program.

Seeburger reviewing the presentation material to be included in the agenda package for the 11/18/04 MPO meeting. Particular attention was given to:

- Project Schedule – An alignment decision is needed in November if we are to have a New Starts submittal to FTA in June 2005.
- Alignments – It was pointed out that the Lauderhill extension could, potentially, be included as options of the LPA and studied in more detail during Preliminary Engineering.
- New Starts Evaluation – The New Starts Evaluation criteria for the Project Justification Rating and the Financial Rating was reviewed. It was noted that cost effectiveness, and the overall financial plan, play the strongest role in the FTA rating.
- Technical Analysis – The results for the recommended alignment, the Airport Spur and the Lauderhill Extension 'A' were reviewed. Mr. Seeburger noted that the additional capital and operating costs for the two extended options would make cost efficiency worsen. This will result in more difficulty justifying the project to FTA. Commissioner Moore inquired about parking and ridership at the Sawgrass Mills station. He asked about the effect on ridership and cost, if the alignment terminated at Flamingo, Hiatus or Knob Hill rather than at Sawgrass Mills.

There was also some discussion on the effect of parking pricing on transit ridership and the potential of using parking revenue as a portion of the local funding source.

REPORTED BY: Reed Everett-Lee

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Lois Wexler
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 03/09/05

The purpose of this meeting was to update Broward County Commissioner Wexler on the project and schedule. Mr. Seeburger noted the origin of the study from the I-595 Master Plan.

Commissioner Wexler was very interested in the financial aspects of the CBEWTA. She mentioned that it appears that the study is not coordinated with the I-595 PD&E. Mr. Seeburger assured Commissioner Wexler that the projects are indeed coordinated. He gave examples regarding alignment design and effects to the Town of Davie. Commissioner Wexler did note that she would support the MOS to College Avenue.

Commissioner Wasserman-Rubin noted that transit is a priority for the Commission. She noted that a Commission workshop would probably be held within the next 2 months. This workshop would be needed prior to the Commission considering a resolution support the investigation of a dedicated revenue source for transit.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Dan Stermer
Scott Bruner, City of Weston
Michael Goodman, City of Weston
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 03/23/05

The purpose of this meeting was to update City of Weston Commissioner Stermer on the Project and discuss the action needed at the April 14 MPO Board meeting.

Commissioner Stermer asked about the relationship of this project with other potential New Start projects and I-595 improvements. Mr. Seeburger described the relationship and status of the other major transit projects (People Mover, FEC Study). He also noted the emerging role of the SFRTA to coordinate the prioritization of these projects. Mr. Yesbeck added that the major transit projects would require a local, dedicated funding source. The adoption of this source would require the creation of a plan that prioritized the projects.

The various I-595 typical sections were then reviewed. Mr. Seeburger noted that the study teams were working together to develop a typical section that minimized cost and right-of-way acquisition. Commissioner Stermer asked how Midtown Plantation would connect to the system. Mr. Everett-Lee noted that it would either require a pedestrian overpass or bus/shuttle connections from their planned intermodal center.

The meeting concluded with a discussion about the technology options. Commissioner Stermer did not express a preference or opinion. He did suggest that the financial analysis data be transmitted to city administrators/managers since they were most familiar with this type of information.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Mayor Kristin Jacobs
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 03/24/05

The purpose of this meeting was to update Mayor Jacobs on the project and discuss the action needed at the April 14 MPO Board meeting.

Mr. Yesbeck described the information presented at the March MPO meeting. He then described the decision needed at the April MPO meeting, especially regarding technology.

Mayor Jacobs expressed a preference for the LRT option and asked about funding options. Mr. Yesbeck mentioned that a local, dedicated funding source is needed. The most common option used by other communities is a sales tax.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Ben Graber
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 03/24/05

The purpose of this meeting was to update Commissioner Graber on the project and discuss the action needed at the April 14 MPO Board meeting.

Commissioner Graber began the meeting with asking what was the technical recommendation. Mr. Seeburger noted that is was a policy decision. This decision includes not only technology, but also guideway type. Commissioner Graber asked about how the system would be located along I-595. Mr. Seeburger described the alternative designs currently being assessed.

Commissioner Graber asked about the differences between BRT and LRT, other than cost. Mr. Everett-Lee noted that LRT has a 25-year life, while BRT has a 12-year life. He also noted the ability to add capacity on LRT without increasing labor costs as dramatically as BRT. Commissioner Graber asked about rail bias and preference. Mr. Everett-Lee noted that this does exist, having been confirmed in various studies.

Commissioner Graber noted that he does not support taking away a travel lane for use by a system. He believes that capacity needs to be added, not taken away. He also noted that the system must to be compatible with the Airport/Seaport People Mover system currently under development.

Commissioner Graber concluded by noting his preference for LRT. The meeting ended on a discussion of funding scenarios, including the local dedicated share.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West Transit Analysis **PROJECT NO.:** 411189 2 2201

PRESENT: Commissioner Diana Wasserman-Rubin **DATE:** 03/24/05
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

The purpose of this meeting was to update Commissioner Wasserman-Rubin on the project and discuss the action needed at the April 14 MPO Board meeting.

Mr. Seeburger reviewed the MPO actions and events over the past year since Commissioner Wasserman-Rubin was last on the board. He noted that the alignment was approved at the November 2004 meeting.

Commissioner Wasserman-Rubin asked about the analysis recommendation on technology. Mr. Seeburger noted that this was a policy decision. BRT was technically better since it had a lower cost and was more compatible with land-use. There is significant support, however, for LRT among MPO board members and some business leaders.

Commissioner Wasserman-Rubin noted that she could support LRT, but believes BRT is a more tangible solution due to cost and ability to implement.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Mayor Richard Kaplan
Scott Seeburger, FDOT
Joe Yesbeck, Carter & Burgess
Reed Everett-Lee, Carter & Burgess

DATE: 03/30/05

The purpose of this meeting was to update Mayor Kaplan on the project and discuss the action needed at the April 14 MPO Board meeting.

The first issue discussed was the recent concern being expressed regarding the route on 136th Avenue. Mayor Kaplan suggested showing the LRT and BRT photos, as well as a compilation of all the public coordination done to date. Mr. Seeburger noted that 136th Avenue should be considered a "corridor". The precise alignment may take it away from the west side of 136th Avenue.

Mayor Kaplan asked about the cost and funding options. Mr. Seeburger noted that the lower the price, then the higher the cost effectiveness rating based on current planned conditions. This points to a BRT option. However, it should be noted that there continues to be significant discussion regarding LRT. The TCC recommended an LRT option. Mayor Kaplan noted that he believed the BRT option was a more likely recommendation based on funding and other considerations.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Commissioner Christine Teel
Joe Yesbeck, Carter & Burgess

DATE: 04/04/05

The purpose of this meeting was to update Commissioner Teel on the project and discuss the action needed at the April 14 MPO Board meeting.

The proposed schedule was reviewed, along with the significance of making a decision at the April 2005 MPO Meeting.

Commissioner Teel's expressed concern about local government's willingness to address land use changes. She noted the recent County decision to allow 3000 more dwelling units in downtown Fort Lauderdale when the City was requesting over 13,000. Commissioner Teel recognized the linkage between focused, higher density near stations and the success of the system.

The possibility of converting a BRT system to LRT in the future was discussed. Mr. Yesbeck noted the difficulty with converting a successful BRT to LRT, especially within a separate guideway. This would take suspending a successful service.

Commissioner Teel expressed support for an LRT system, but noted that it requires a new, local dedicated funding source. She saw this as inevitable as the area continues to provide for mobility.

REPORTED BY: Joe Yesbeck

Meeting Report

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Council Member Judy Paul
Scott Seeburger, FDOT
Steve Braun, FDOT
Joe Yesbeck, Carter & Burgess

DATE: 04/04/05

The purpose of this meeting was to update Council Member Judy Paul on both the CBEWTA and I-595 PD&E projects and discuss the action needed at the April 14 MPO Board meeting.

Council Member Paul asked about the elevated LRT within I-595. She noted that she is opposed to it being located on the south side, especially west of University Drive. She likes a median option on I-595, either for LRT or BRT. She is concerned that it will create a “wall” effect if on the south side, much like the wall on Griffin Road.

Council Member Paul inquired about details on the I-595 PD&E Study. Mr. Braun addressed questions on the roadway components and issues.

Council Member Paul asked about the alignment along 136th Avenue. Mr. Seeburger noted that it is at-grade, along the west side of the roadway. He noted that the Board will be voting on technology and guideway type at the April 14 meeting. Mr. Seeburger also noted two other considerations:

- Both LRT and BRT options need local dedicated revenue sources.
- In order to happen, denser development will be needed around transit stations.

Council Member Paul noted that denser development near US 441 will not be a problem. She is not ready to go with denser development west of University Drive.

REPORTED BY: Joe Yesbeck

PROJECT: Central Broward East West
Transit Analysis

PROJECT NO.: 411189 2 2201

PRESENT: Mayor Rae Carol Armstrong
Marcia Berkeley, City of Plantation
Brett Butler, City of Plantation
Dan Keefe, City of Plantation
Rachel Bach, City of Plantation
Lisa Bernstein, City of Plantation
Scott Seeburger, FDOT
Gus Schmidt, FDOT
Paul Lampley, FDOT
Reed Everett-Lee, Carter & Burgess
Joe Yesbeck, Carter & Burgess

DATE: 04/04/05

The purpose of this meeting was to update Mayor Armstrong and staff on both the CBEWTA and I-595 PD&E projects and discuss the action needed at the April 14 MPO Board meeting.

Mr. Lampley began with a review of the I-595 PD&E study status. Mayor Armstrong inquired about what would be done to mitigate noise from the elevated roadways. Mr. Lampley noted that there are two options. One option is ground walls either on the north side of the canal or along the roadway shoulder. The second option is noise walls mounted on barrier walls for the elevated roadways. Mr. Butler asked if both are ever needed; for example the elevated, reversible lanes may be higher than the ground-mounted walls. Mr. Lampley responded that there are examples where both are used.

Mayor Armstrong requested additional copies of the I-595 newsletter for the other Council members. She also had two additional questions:

- How will elevated versus at-grade reversible lanes be worked out?
- Are the numbers for the 2 projects compatible? For example, do we know what will happen if only 1 project goes forward?

Messrs. Lampley and Seeburger noted that these projects are being developed in unison in order to minimize costs and impacts.

Mr. Seeburger then began a review of the CBEWTA project. He noted that an application to FTA will be marginal and probably be sent back. Mayor Armstrong asked about the impacts if the decision is deferred. The group noted issues such as impacts to coordination with the I-595 PD&E and environmental streamlining.

Mr. Seeburger stressed that the alignment was approved at the November 2004 MPO meeting. This April meeting decision will be regarding technology and guideway type. He mentioned that the CIR approved the Enhanced Facilities and Services option.

Mr. Keefe asked about the trend across the country in other urban areas. Mr. Everett-Lee noted that there have been all types of transit systems. Over the last 20 years, though, urban areas have opted towards LRT in similar studies. BRT is being studied more recently.



Ms. Bernstein asked if a dedicated, at-grade option was studied along SR 7. Mr. Yesbeck noted that only elevated at shared, at-grade options were studied along SR 7. Mr. Everett-Lee noted that by studying an exclusive option, a lesser option would be available for further assessment during PE/EIS.

Mayor Armstrong's final question was about a shorter, initial segment. Mr. Seeburger noted that we are not specifically asking the MPO to approve the definition of a shorter segment. It can be assessment during PE.

REPORTED BY: Joe Yesbeck
