

COMMISSION CONFERENCE**FEBRUARY 18, 2003**

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COMMISSION CONFERENCE

1:30 P.M.

FEBRUARY 18, 2003

Present: Mayor Naugle
Commissioners Hutchinson, Katz, Moore, and Smith

Also Present: Assistant City Manager, Greg Kisela
City Attorney
City Clerk
Sergeant Abrams

I-A – Congressional Reauthorization of the Transportation Equity Act for the 21st Century (TEA 21)

Greg Kisela, Assistant City Manager, introduced Barry Goodman of the Goodman Corporation who would give an overview of the Transportation Equity Act and its status in Congress.

Commissioner Smith entered the meeting at approximately 1:33 p.m.

Barry Goodman stated that the Goodman Corporation had been working on several mobility-related projects for the City of Fort Lauderdale. He explained that several weeks ago the majority and minority Chairpersons of the Congressional House Committee on Transportation and Infrastructure sent letters to all the Congressional Representatives in the nation requesting their submittal of priority projects for the reauthorization of the Transportation Equity Act for the 21st Century. Mr. Goodman stated that TEA 21 was the authorization of transportation that occurred every 5 or 6 years in the country which set spending limits for every form of mobility in the nation, including all highways, bridges, roadways, rail systems, transit, bikeways, and revitalization associated with such enhancement projects. He further stated that TEA 21 was \$217 Billion, and TEA 3 would be from \$350 Billion to \$550 Billion.

Mr. Goodman explained that the importance of the reauthorization process, as exemplified in the letters sent to the Congressional Representatives by the Committee, was the opportunity to get recognized in the field projects of "regional significance" or "national significance." He stated that getting recognized in the authorization bill would not provide one cent of funding, but would merely recognize the projects as being worthwhile, and would make it easier to get funding every year through appropriations, which was a separate process. Mr. Goodman continued stating that the importance of reauthorization was the ability for local communities to represent that they were aware of their mobility needs, and they believed attention to those needs was important for the region, along with their local health, welfare, and growth. In this context of reauthorization, projects had to be submitted by the District Representative, Congressman Clay Shaw, by February 28, 2003. The Congressional Committee had set forth a two-page questionnaire which had to be filled out which asked questions about the significance of the project related to economic development, if it was part of an ongoing area-wide plan, and the benefits to be gained from the requested Federal expenditures to be recognized throughout the bill.

Mr. Goodman stated that over the last few days he had met with representatives of the Downtown Development Authority, the Transportation Management Association, and others to discuss a proposed list of submittals which had been compiled by Tom Gustafson in the context of the Broward RAC Plan to determine the acceptability in the general sense of the proposals, and to encourage the Commission to seriously review what was being proposed and see if those proposals met with the Commission's priorities for the community. He explained that each year Congress passed 13 appropriations bills which funded the US Government. He stated that they were behind about 5 months, and it was only last week the appropriation bills and budget got approved for the fiscal year 2003 which began last October 1st.

Mr. Goodman continued stating that due to the City's initiative last year in seeking funding to support shuttles for the downtown and beach communities, Congress appropriated \$1.5 Million for the project. He stated that the deadline for FY 2004 appropriations was March 1st. Mr. Goodman explained that when the budget was passed, the \$1.5 Million became available. Mr. Goodman stated that they needed to look at the language of the Congressional action in the '03 bill to see if there was enough flexibility to use the monies for the purchase of the shuttles, and make pedestrian improvements to help those shuttles work.

If the language was not flexible enough, they could ask Congressman Shaw in the Committee Hearings for the '04 appropriations to "tweak" the language which was commonly done. He continued to state that he was also encouraging the Commission to submit a request for more money for projects of local significance in the '04 Congressional appropriations process.

Mr. Goodman stated that the list of projects which had been compiled under the umbrella of the RAC listed a lot of detail which explained various shuttle routes for downtown. He stated that if recognized in the Congressional report, it would come out as a one-line item and none of the language would be in that report. He explained that the main thing to consider was that they had 3-4 significant projects, and one of those was the connection between Tri-Rail, I-95 and Broward Boulevard into town with a hi-speed, hi-occupancy type connection, which in their opinion was a project of significance. He further explained it may or may not be considered what was called a "new start," but would be appropriate for sponsorship by Broward County.

Mr. Goodman continued stating that other projects were listed which they felt would be appropriate for the City to sponsor which was the added shuttle buses, and pedestrian streetscape improvements associated with TMA type operations. He stated that they believed the DDA, due to their taxing authority and initiative on a parking shuttle demonstration project of new technology, should pursue ITS (Intelligent Transportation System) which was a new technology. He explained there was a local sponsor who was willing to put money into such a project, and it would be exempt from new rail start. They were proposing that such a project be couched in terms of a demonstration and the sponsor be the DDA. He further explained that the reason for different sponsors increased the chance of getting more projects. The guidance to Congress had been that each Congressman was given 5 priority projects for their entire district. In the current Congressional atmosphere Republican led districts would get proportionately more recognition than those with Democratic representation. He stated this was not fair, but that's the way it was. He stated that the bill would cover 6 years, and realistically they should present plans which were not too far out of that time frame. He explained that they had worked with the TMA and had developed a 10-year projection of local shuttle needs which indicated, if successful, they could build up to 40 smaller shuttle vehicles. Therefore, it would not be unreasonable to request funding for those vehicles and all the pedestrian amenities to support such a system.

Mr. Goodman stated there was a network also of transit terminal parking garages which they felt the City could sponsor since there was already an established parking system or division. He explained these would be terminals where there would be a strong transit presence, and also parking for those who wanted to use the transit system. He continued stating that what was important to establish at today's meeting was a consensus that this was the best way to go or to change the priorities. Time was running out, and they needed to proceed to fulfill the questionnaire forms for each sponsor, and have those sponsors officially submit their requests through Congress.

Mayor Naugle clarified that a general description was needed and they would work out the details later. Mr. Goodman confirmed. Mayor Naugle stated the recommendations made were Andrews Avenue, SE 3rd Avenue, beach shuttle, remote parking, and the RAC.

Greg Kisela, Assistant City Manager, stated that Mr. Goodman's suggestions were different than what had been contained in their memo. He explained that their original suggestions had been enhanced due to today's discussions.

Mr. Goodman stated that in terms of the beach parking/shuttle program, they had envisioned establishing 3 parking transit staging areas which were 17th Street, Las Olas, and Sunrise Boulevard. He felt in one or two cases there might be private sector development or other opportunities to use shared parking. He thought in what they were trying to achieve, they might have to address the beach needs more and incorporate the potential for parking facilities for the beach shuttle.

Commissioner Smith stated that Mr. Goodman had stated that the HOV lane from I-95 into the City should

be a priority, but that had currently been an FDOT initiative and asked if additional funding was going to be needed. Mr. Goodman stated that he felt that Broward County should be the sponsor for that project, and FDOT did not want to sponsor any special projects. He explained that project based on recent Federal guidance could be considered a "new start," and if it was it would have to be funded at a 50/50 level. The question the County would have to ask themselves was if they were willing to come up with \$35 Million for the project.

Commissioner Smith asked how Mr. Goodman's recommendation differed from what had been previously submitted to the Commission. Mr. Goodman stated that the project list encompassed the recommendations of the City Manager's Office, and with some "tweaking" of the language, they could take care of the beach area. Commissioner Smith reiterated that Mr. Goodman felt the regional subarea mobility study was one priority, along with Andrews Avenue, NE 3rd, and the beach shuttle project. Mr. Goodman stated that the City's sponsorship should cover the localized transportation needs which included the purchase of vehicles, as well as the pedestrian amenities and improvements to support increased access to transit.

Commissioner Smith congratulated Mr. Goodman and their efforts in bringing forth the \$1.5 Million. He asked for some further detail regarding the match that had been discussed.

Mr. Goodman stated that the projects they were recommending for the City to sponsor had a 20% match requirement if they were funded incrementally. It was his opinion that they had already committed substantial value towards improvements which could be captured in the "letter of no prejudice" which related to the plan. They had committed monies towards increasing the capacity along the beach which could provide priority treatment for transit shuttle as part of the beach parking access study. It was his understanding that through Public Works and the CRA that millions of dollars would be spent on corridor revitalization for the future. He explained that a lot of the City's match was there, and what needed to happen was the "letter of no prejudice" which would identify where the matches were located, and captured the ability to spend money and accrue value towards their local share for future Federal projects.

Commissioner Moore stated that he was very concerned about Mr. Goodman's presentation. He further remarked that he understood the opportunity of different sponsors and their playing significant roles, but he did not see why the Broward Boulevard corridor issue was something the County would look at as a priority for transportation. He felt this was the key in dealing with any Federal monies. He did not know why they should give their fate to another governmental entity who had other constituents pushing them towards projects they felt were a priority.

Mr. Goodman stated that the City should make this their number one project.

Commissioner Moore stated that he felt this was the mechanism "shaking the applied tree." He felt the beach was not an issue if there was not a major component for making the transportation system work. He felt Broward Boulevard and I-95 was the connector. He stated he did not like the concept of having Broward County hold the City's fate in their hands.

Mayor Naugle asked if Commissioner Moore wanted this to be with the City's matching funds and not the County's. Commissioner Moore stated he felt it should be their issue and they deal with matching funds through a half-cent, and look at the opportunity of having the County come to the table, but he wanted to be in control of his own destiny and not the County. He further stated that in discussing matching funds, if it was not a priority with the County it would not come to fruition if they did not find it to be an important project. Mayor Naugle stated that as time went on, it could be an insignificant improvement if the FEC replaced the corridor. Commissioner Moore stated that Tri-Rail would be insignificant only if the Commission did not have any future vision. In looking at the opportunity for development and the projections of future population, they would need a component dealing with transportation.

Commissioner Hutchinson stated that the HOV lane was an FDOT project in relation to Broward Boulevard, but they did not want to be the sponsor of it.

Commissioner Moore stated that when they discussed the beach and the SE 17th Street, Las Olas and Sunrise Boulevard, he agreed but he felt the process should be better thought out. He felt they needed to have a holistic system, and he did not understand why they were still discussing RAC and yet it did not extend to 27th Avenue. He felt this was not having vision. In looking at the redevelopments through the CRA, the County's CRA, 27th Avenue, Broward Boulevard, the connector, and the office square footage being proposed by the Konover developer, he was very concerned. He reiterated that he raised these issues many times in the past, and they still came back to the same conversations and everyone was pushing for a rail downtown. He felt this was not a well-thought out plan. He asked what technology they were referring to when they spoke of the DDA. He felt they might be forcing themselves down a roadway which was not looking at the City as a whole. He stated he was tired of "fragmented government." He stated if they were looking at a 10-year funding plan, they needed to be serious and have the County be serious also.

Mayor Naugle stated that was why they wanted the County in the driver's seat for the project because they were a bigger pot for the matching funds, than the City. Then, the City could attempt to get their projects in because the County would be supporting the regional government. He stated he was not willing to take over the financial responsibility.

Commissioner Moore reiterated that he wanted the City to rethink their position. He asked what the City's match would be regrading 17th Street, Sunrise Boulevard and Las Olas.

Mr. Goodman replied that in using parking which was already going to be built and having the monies for the shuttles, the additional improvements required to serve the beach would be minimal and in the neighborhood of roughly \$5 Million to \$7 Million. It was his understanding that they had committed \$14 Million of local money to make the beach more accessible, and he wanted to use part of the commitment to leverage Federal money for improvements in the northeast of the community. He agreed they needed to look more holistically. He emphasized that the Broward corridor, which was important, could be easily defined as a high capacity front line including all the north/south interfacing of the corridor. He explained that the details of how this would be defined and how Congress would consider it were not as important as where they wanted to go. He stated there appeared to be general agreement that the City would need a high capacity corridor based on growth providing est/west access. FDOT had already indicated they were planning for some type of high occupancy vehicle corridor along Broward Boulevard. If this was something the Commission felt was a priority, then they should do so.

Mayor Naugle stated that Mr. Goodman had stated that if the County asked for one thing, and the City asked for another, this would increase their chances for getting more. He stated that the County had more resources available and possible should be the dominant player.

Commissioner Katz stated that at the MPO meeting on Thursday, the Subarea Mobility Study had asked the County to be the sponsor for that, and possibly they should look at what the County was sponsoring, and what the City should sponsor.

Commissioner Smith asked when they would be able to know the County's priorities. He stated if they knew that the County was placing Broward Boulevard as the top priority, it would be easy for the City to relinquish it. If they were not doing that, then he was as concerned as Commissioner Moore.

Peter Partington, Traffic Engineer, stated that he was not sure that the County would do that, and believed the recommendation was based on who would be the most appropriate recipient of the money. The County ran transit, and therefore, thought to be the most appropriate recipient for the money, which was comparable with the City having the most expertise with the parking garage. He stated he was not

aware that the County would schedule a comparable discussion with the City regarding this issue.

Chris Wren, Director of the DDA, stated this would be scheduled for February 25, 2003 at the County meeting. He suggested that sponsors not be designated specifically in the acceptance which could be worked out with the partnership committee, but they wanted to make the February 28th deadline. He explained they wanted all the governmental agencies on board.

Mr. Goodman remarked that it appeared he was hearing that they wanted to know if the County was willing to put their name on the "dotted line" regarding the Broward corridor, and if they were not, then this Commission should consider sponsoring that project. He further stated if the County was not willing to sponsor this, that was an interesting message they were sending that the Commission needed to consider. Mr. Goodman stated this was a very needed project which would carry a lot of capacity. He explained it was on the State's long-range plan and also was in the MPO's plan. He felt the County should be willing to sponsor this project.

Bill Renner, EDSA, stated that the cost and ridership issues and the efficiency of what they were investigating was what they would be working on in the next 3-4 months. He stated this would be a cooperative effort s the one made over the last 6-8 months, and once they understood the costs of each alternative and the parts of each alternative, they would then return to the Commission in order to make more incremental decisions. He reiterated that these were levels of targets to be made in order to get into the Congressional process.

Commissioner Moore stated he questioned the fact that they might be "closing the door behind themselves," and he did not want to find out 3 months from now that the actions taken today would limit them in the future.

Mr. Renner stated that everything that had come up in the SAC meetings was still on the table with one exception, which was the alternative of not having cars on Broward Boulevard.

Mayor Naugle asked if it was going to be their strategy to have the County list this as a top priority.

Mr. Wren stated that perhaps some of Commissioner Moore's concerns should be articulated in the resolution of acceptance. Commissioner Moore stated he would welcome that being done. Mr. Wren stated that the only thing they saw a need for sponsorship at this time was who would be the appropriate receiver of funds and administrator of said funds. He felt it was their understanding that it would be the County, but if not, he would leave this open for everyone to decide in the coming months.

Mr. Goodman stated that the sponsor merely needed to have the legal, technical, and financial capacity to undertake the project because the questionnaire from Congress asked for a response regarding provision of local share, and if the project was part of the ongoing regional planning process. He stated it would not be inappropriate for this Commission and the City to be the sponsor, but it was more logical for the County to be the sponsor in terms of the scope of the project ad its facilitation at the County transit system.

Commissioner Katz asked about the sponsorship of the Subarea Mobility Study. Mr. Goodman felt that would be appropriate for the City to sponsor. He stated it was the core of the City and the revitalization which would spread out.

Commissioner Smith stated that he understood there were only two authorities for transit in the County. One was Broward County, and one was Tri-Rail. He felt if they were the sponsor for this, they would have to legally be a transit authority. He stated if the City was going to be the operator of the circulation system for the downtown and the owner of the trolleys, at some point they would have to become a transit authority.

Commissioner Moore left the meeting at approximately 2:08 p.m.

Mayor Naugle stated they were an authority just by being a City.

Mr. Goodman clarified as to who had authority to operate.

Mr. Goodman explained that under Federal law and due to designation by the Governor, Broward County was what one called a "designated recipient" for a certain type of Federal funding obtained yearly based on an allocation formula involving population, density, and amount of route miles. This was one small Federal program which could be used for capital support and operating assistance.

Commissioner Moore returned to the meeting at approximately 2:10 p.m.

Mr. Goodman further stated that the funding pursued by the City last year which resulted in \$1.5 Million was out of another Federal fund, and that fund could be pursued by any political subdivision with a legal, technical and financial capacity. He stated those were designed capital improvements. In terms of operating transit there were limitations as to who could operate them, but in this City there was TMA and the County. In reauthorization they were talking about mobility and revitalization capital improvements which entity made sense to be the lead entity and take on the responsibility of complying with all Federal rules and requirements associated with obtaining money from the Federal Government. In their opinion, they felt it was logical that the County should be willing and anxious to take that responsibility on, and Broward Boulevard was an important link.

Commissioner Moore suggested that Mayor Naugle meet with the County Mayor, County Manager, and transportation director prior to February 28, 2003 to encourage them to sponsor this project. He felt this was important as to how to move the populace, along with the tourists, around the County and the City.

Commissioner Smith remarked that the action taken today should make it clear that Broward Boulevard should be a priority to move forward to the Federal government and that the County should do this, but if they chose not to, then the City should place it on their priority list. Mayor Naugle confirmed.

Commissioner Katz stated that meanwhile the Subarea Mobility Study would be under the City's sponsorship and it would have to change from what was presented to the MPO.

Mr. Kisela stated that when one talked about the Subarea Mobility Study, one was talking about the \$150 Million for projects which included everything.

Mr. Goodman stated that in light of the time frame and the critical need to get projects on the list, it seemed logical that local sponsorship should be on local RAC downtown improvements, and all the shuttles and revitalization improvements associated with those. He further stated that one of the items was a demonstration program that the DDA wanted to pursue and were thinking of committing several million dollars for it.

Commissioner Katz clarified that they needed to make some determinations by February 28, 2003. Mr. Goodman confirmed.

Commissioner Hutchinson stated that she was comfortable with the list and the HOV lane should be a priority for the County. She felt the City needed to be part of it, but the County needed for it to be their priority project. She further asked if the DDA was going to sponsor a project, why was it still on the City's list.

Mr. Goodman clarified that all the projects impacted the City. He explained that he was attempting to provide a strategy that might be more successful. He stated the initial idea was that the City would

sponsor all the projects, but that thinking had changed over the last few days.

Commissioner Hutchinson asked if the 2nd Street Parking Shuttle needed to be removed from the list and be a priority for the DDA, but not for the City. Mr. Goodman reiterated that this be a DDA initiative.

Commissioner Hutchinson further stated that as they proceeded to work on the connectors and the Subarea Mobility Study, one project which would be impacted by all of this was the Las Olas Boulevard Improvement Project. She stated it was on the list for a long time, and as the Subarea Mobility Study was built, there would be more traffic on SE 15th Avenue and Las Olas which currently had a problem. She asked if there would be an opportunity to place it on this list since projects would be pulled out due to being sponsored by other groups.

Mr. Goodman asked what the City was attempting to do on Las Olas Boulevard. Commissioner Smith explained they wanted to improve the connection between Broward Boulevard and Las Olas Boulevard, and make some enhanced improvements. Commissioner Hutchinson stated it was to move traffic better than it currently did at the present time.

Mr. Goodman asked how much transit service there was at this time on Las Olas Boulevard. Commissioner Smith stated they had T-Max and the petty cabs. Mr. Goodman replied that the critical link was transit. If there was transit on Las Olas Boulevard, he stated you could link revitalization to the transit and it should come under the umbrella of the TMA portion.

Mr. Kisela stated they had discussed about \$1 Million to improve the connection. Commissioner Smith stated they had \$150 Million worth of requests on the list, and they were going to end up getting a small portion so they needed to prioritize the items.

Mr. Goodman stated that Las Olas would just be one of many corridors which would be incorporated into the project. Commissioner Smith asked if Congressman Shaw stated that he could only grab one improvement or area, they needed to let him know what was their priority. Mr. Goodman agreed and stated that in the context of corridor improvements, there was money available for many corridors to be revitalized and at this point they did not have to select one over the other. Mr. Goodman felt they were not at that level of concern at this time.

Commissioner Moore asked for further clarification of the DDA's demonstration project.

Mr. Wren stated they had not yet determined the type of equipment, but would connect the downtown east activity area to the west, but the routes had not yet been selected. He further explained that they had designated to spend up to \$3.3 Million on the project.

Commissioner Moore stated he saw the route they were proposing, but he did not see the instrument. He felt since it stated it was a technology demonstration grant, he wanted to know what type of technology was being proposed.

Mr. Wren stated they were considering a light rail which was less expensive and was a newer technology. He stated that many options had been considered, but a conversation would be held to choose it intergovernmentally.

Mr. Goodman clarified that he had nothing to do with developing the concept, but he understood that it was to develop a system of smaller type vehicles which would be pedestrian friendly that could serve the demonstration area. He stated it could be narrow gauge rail, rubber tires on an exclusive guideway, bus rapid transit which were vehicles which followed an optical stripe on the street, but the purpose of the demonstration was to determine the acceptability and greater ridership which could be derived through a different type of transit application. He did not feel they were close to deciding what that would be, but in terms of how Congress thought, he felt they should go after money in a pot different from what they would

be going after because the people interested in these demonstration programs would be excited about the possibilities that would be offered. He was attempting to separate these things into different categories.

Commissioner Moore stated that he wanted options to be available.

Mr. Renner stated there were other parts of the system which were circulator routes and were the heart of the system.

Commissioner Moore stated he wanted to make sure that the demonstration grant could be used for different types of technology.

Commissioner Moore left the meeting at approximately 2:23 p.m.

Commissioner Katz remarked that in the Subarea Mobility Study they talked about parking garages, and asked if the various methods of funding would include the garages. Mr. Goodman stated that the Federal Transit Administration would fund transit-oriented parking if it was justified that people would use the transit. All the RAC work which had been done thus far conceptualized a series of garages which would be linked to transit and pedestrian improvements that would relieve traffic from the core. However, if this should be something that Congress designated to support and to justify that money, it would require a lot of work to demonstrate that parking was not currently available and a justifiable transit nexus did exist. He further stated that this was a conceptual "wish list" that if they got the recognition and designation, it would be the beginning of the real hard work which was the justification for getting further appropriations.

Action: Staff to schedule meetings for Mayor Naugle to meet with Broward County officials to determine the County's intent for list of projects.

I-B – Florida Turnpike Authority - Proposed Widening of Turnpike from Griffin Road to Atlantic Boulevard

Greg Kisela, Assistant City Manager, stated that in December they had presented the Commission with a proposal for the expansion of the Turnpike. A resolution was provided and a request was received from Kent Rice to present the project to the Commission in anticipation that there might be revisions to the resolution.

Commissioner Hutchinson asked if it had changed.

Mr. Kisela stated that the Commission had opposed some of the enhancements and that was why they wanted to give another presentation.

Kent Rice, Florida Turnpike Authority, stated that the resolution did pass in regard to widening the Turnpike between Griffin Road and Atlantic Boulevard with an objection to the interchange at Oakland Park Boulevard. Then, there was a recommendation that if the project was done, they include transit and noise. He explained there were four parts in widening the Turnpike and the first construction was scheduled to begin in 2005. He stated they had been asked by the MPO and the Cities of Lauder Hill and Lauderdale Lakes to look at the interchange of Oakland Park Boulevard. A planning study was done and a solution was reached. He explained they could put an interchange there with what was known as a "tight diamond." He stated the MPO withdrew their endorsement of the interchange and the cities did not push forward. He explained it was put on the back burner for their 2025 plan.

Mr. Rice stated that any time a residential area abutted the Turnpike, a noise study would be done, and if they discovered the area would benefit from noise abatement, they proceeded forward with that. They agreed with the MPO that if areas were found that were not economically feasible to do the noise abatement, then they would return to them with recommendations.

Commissioner Moore returned to the meeting at approximately 2:28 p.m.

Commissioner Katz stated that the MPO also had asked if they had determined that a sound barrier wall was not justified, but the City felt it was, they would also return to the MPO. Mr. Rice confirmed.

Mr. Rice stated that the Turnpike was different from other facilities in the County, but they had been a member of the original Broward County Transit Study and they offered to build direct ramps for the Park 'n Ride lots along the Turnpike. This did not come to fruition and they offered Broward County Transit the opportunity to put buses on the Turnpike for perhaps \$1 a year in tolls, but that too did come to fruition.

Commissioner Smith stated that everyone understood how they viewed the Turnpike and adding additional lanes would mitigate some of the congestion, but he felt eventually they were going to have to quit widening roads or they would never get to the point where they would become a smart community which moved around in a different fashion. Even though they understood their case, at some point the policymakers were going to have to change direction. He stated he was not in favor of this and felt the day had come where they would have to make their decisions even though it might hurt.

Mr. Rice remarked that the Turnpike was going to be built up, especially in Miami-Dade County, and one of the things they were looking at were exclusive express lanes for transit. Commissioner Smith stated they should start that effort in Broward County and should not wait until they were at the edges of the right-of-way, and do something different now.

Mayor Naugle asked if they had looked at the noise impacts for the neighborhoods in Fort Lauderdale. Mr. Rice stated the City did not about the work except by the Golf Course and Cypress Creek.

Commissioner Katz stated that Commissioner Eggelton at the MPO had asked that they look if a study had been done regarding Palm Aire Village, and if none was done, they should do one. Also, if one had been done how come walls had not been erected at the interchange.

Mike Sasser, Project Manager, stated that they were going to look at Palm Aire Village in the study and that this was one location where they got the closest to the right-of-way for the project.

Mayor Naugle asked if anyone had any changes to make in regard to the resolution.

John Fleming, resident, stated that he wanted to talk to the consultants about noise and the ongoing construction of the buildings in downtown.

Action: No action taken.

I-C – FY 2002/2003 Neighborhood Capital Improvement Program (NCIP) Projects

Greg Kisela, Assistant City Manager, stated that a series of recommendations had been presented to the Commission regarding funding and that Marisol Latito would provide more specifics.

Marisol Latito, NCIP Program Manager, stated that they had received 12 applications this year and of the 12, they were recommending 9 which complied with the program guidelines and had been recommended by the Selection Committee. She explained that she had outlined in the material which was distributed to the Commission why the Associations were not being recommended for funding. She stated that Harbor Beach failed to demonstrate a sufficient match.

Commissioner Moore stated he agreed with the recommendations.

Commissioner Hutchinson stated that Rio Vista did not start out on the right foot due to the City and Hector Park. She stated they had not done their job regarding the permanent closure. The temporary

study was done and they were to come back for the permanent closure so the park could be created. This was not done.

Hector Castro, City Engineer, stated that the issue at Hector Park was that the neighborhood wanted to expand the park, but it was right-of-way that had to be closed. There was a legal issue as to how it could be used. If anything was done to prohibit public thoroughfare, the right-of-way could revert back to its original dedicated service.

Commissioner Hutchinson asked if that included foot and bike travel. Mr. Castro stated they wanted to see a plan for the use of the land. Commissioner Hutchinson stated that the City was working with the neighborhood to accomplish this, and someone "dropped the ball." She stated they had not started out on the right side of this project after the City had encouraged them to apply for the NCIP. She reiterated that they had started out on the wrong foot because the City did not make the traffic alignment permanent.

Mayor Naugle stated that he recalled that changes had been made to the traffic pattern and this was going to be on a trial basis. Commissioner Hutchinson reiterated that was one year ago. Mayor Naugle stated that he thought it was for 6 months, and at the end of that time the Commission could make it permanent.

Commissioner Moore stated that he did not differ with everyone's concerns, but he understood that there had been staffing problems in Engineering over the last year, and possibly a compromise be offered that they make it a position that staff over the next 90 days do this, so it could possibly be a priority for next year's funding.

Mayor Naugle asked if any funds still remained. Ms. Latito replied there were funds available but the Association had not provided adequate documentation. Commissioner Hutchinson stated that she wanted residents from the neighborhood to give their input before the Commission gave direction to staff regarding this matter.

John Wilkes, Rio Vista Civic Association, stated that in April, 1998, they had started this project which had been approved by Parks & Recreation. In March, 2001, the Right-of-Way Committee approved it, and then in September, 2001 the City Commission approved it. The 6-month closure expired May 15, 2002. He stated he had been trying for 9 months to get approval from the Commission.

Mayor Naugle asked if they had requested to be on the agenda after the 6-months. Mr. Wilkes and Commissioner Hutchinson stated they had requested this. Mr. Wilkes stated that Public Works had approved this and the Parks Department had committed to irrigate and landscape. He explained this was not a big job and involved removing asphalt and putting in grass. No other structures or playground equipment were called for, and they could continue to move forward after that process. Commissioner Hutchinson asked if this could be placed on the agenda.

Mr. Wilkes remarked that he needed two things: (1) the Commission to schedule permanent approval of the roadway which was an realignment, and (2) for the Commission to give them money so they could say they had some funding and things could proceed forward. He explained that when the permit for the second phase of New River Village would be pulled, they were scheduled to get \$25,000.

Commissioner Smith asked if it could be contingent on the match happening. Mayor Naugle remarked that the road closure would have to be set for public hearing.

Ms. Latito stated that under the program Associations were not permitted to use another City program as a match. This group did not have a full match and did not demonstrate adequate support. Commissioner Moore asked how much their match would be. Ms. Latito explained that it would have to be cash and it would have to be \$25,000. She stated if they wanted to do the design themselves, then that would be credited as professional services.

Commissioner Smith asked if it could be approved contingent on their demonstrating a match in some way, and then have the road closure.

Mayor Naugle remarked that the road closure would be scheduled as soon as possible. Mr. Kisela reiterated that it was not a closure, but a realignment.

Mr. Castro stated that in the last discussion he had with the City Attorney's Office, they did not think Commission action was necessary since the road was not being closed and things were being put in the right-of-way the same as were normally done.

Commissioner Moore requested the City Attorney's Office to give the Commission a legal opinion within the next 10 days.

The City Commission agreed to approve the Rio Vista application contingent upon matching funds provided by the neighborhood.

Harbor Beach

Commissioner Hutchinson stated that she wanted the residents of Harbor Beach to speak regarding their project.

Annette Ross, Harbor Beach Property Owners' Association, stated that they had been undergoing a neighborhood improvement project for the past 10 years, and were now near completion. She stated that the signage and street improvement signs they wanted were part of their master plan, but at the beginning of their project, they did not have the funding and did have it now. She stated their problem was that they did not have appropriate letters and paperwork submitted at the correct time. The application was submitted on time, but additional information was not accepted by the City. They submitted that information at the NCIP meeting, and was asking for this to get in the funding cycle so they could finish their project. She reiterated that their match had always been there.

Ms. Latito stated they were proposing to match with an old special assessment which was not permitted. In addition, she stated that in the past associations had not submitted the required documentation by the deadline, and the Commission had supported the recommendation of the Committee, but had not been permitted to proceed forward with their project. She stated that Imperial Point had been denied in the past due to a late submittal of their application.

Ms. Ross reiterated that their application had been submitted on time. Ms. Latito emphasized that three other associations attempted to get in under this grant cycle, but did not have the required documentation in by the deadline.

Commissioner Hutchinson stated her issue was that as they moved through the assessment project, they would have the opportunity to finish it.

Commissioner Smith asked if any money was left in this year's budget appropriation to take care of Rio Vista and Harbor Beach. He was told there was money left. Commissioner Smith stated they should give them the money. He felt they were doing the right thing by keeping the program criteria intact, but the bottom line was they were wanting to get some improvements and no one was left on the list for this year. Ms. Latito reiterated that three associations had been told this year not to apply because they did not have the proper documentation. She stated those associations were Victoria Park, Tarpon River and City View. Commissioner Smith stated he now understood and took back his suggestion on giving them the money.

Commissioner Moore asked if the neighborhood spent their money, could they be given it the next cycle. Ms. Latito explained the program was not reversible and it was their policy not to reimburse.

Commissioner Hutchinson asked if Victoria Park and Tarpon River submitted their applications. Commissioner Moore stated they had been discouraged from doing so. Ms. Latito explained that they had not submitted applications, but had contacted her ahead of time stating that the applications could be submitted on time, but without the necessary documentation. She further explained that the support documentation was part of the application and was necessary.

Commissioner Moore suggested that he wanted a one-time adjustment in the policy of returning an expenditure to a group in a funding cycle. He stated the only reason he was making this recommendation was so they would not have to go through the construction project once again. His point was that they would be reimbursed at the next cycle if the necessary paperwork was submitted on a timely basis, and this one time consideration would be given to them.

Commissioner Smith stated that if they offered it to the other three neighborhoods, then he could live with this. Commissioner Katz reiterated that everyone had to be treated equally.

Ms. Ross reiterated that she had been told that they did not like the content of their Board's minutes, and a special meeting had to be called so the content could be revised. Then, that was after the November 30th deadline. Commissioner Moore stated he was talking about the reimbursement process. Ms. Latito explained that the construction was not going to go under that contract, as she understood it.

Hal Barnes, Project Engineer, stated that he had been working with the neighborhood for about 6 years, and their wishes were to tag this onto the back of the assessment project. He stated that they would probably not do it through a Change Order because the contractor was about finished so this would have to be put out for public bid. They would also be altering the contract through a change order and it would have to be his decision.

Mayor Naugle stated that this was one of the first projects conceived and yet took the longest to implement, therefore, he hoped it could be approved on a one-time basis realizing the problems with the application. He asked if any other Commissioners supported this decision. Commissioner Hutchinson stated she supported this.

Action: Harbor Beach was denied approval.

Coral Ridge Isles

Commissioner Katz asked if there was a status report for Coral Ridge Isles that had originally been approved in 2000/2001.

Mr. Kisela stated he hoped to have an answer as soon as possible on this matter.

Commissioners Hutchinson and Moore left the meeting at approximately 2:50 p.m.

Commissioner Hutchinson returned to the meeting at approximately 2:51 p.m.

Ms. Latito stated she had been in contact with the Coral Ridge Isles Association, and they had agreed to wait until March, 2003 due to the resurfacing.

Commissioner Moore returned to the meeting at approximately 2:52 p.m.

South Middle River

Ms. Latito stated they should have a date very soon on that matter. She stated this year was the first trial run for the master plan for South Middle River which did not have a special assessment tagged onto it

due to doing the work in-house. She stated there were some issues she wanted the Commission to be aware of such as staffing resource issues with respect to traffic which were currently being addressed. She stated they had been scheduled to start in September.

Commissioner Katz commented that if master plans were being done for neighborhoods, then they should allow businesses to do them also.

Ms. Latito stated that they were not presently staffed to do a master plan. This year one was being incorporated to see if they could do it in-house. Commissioner Katz reiterated that in BCIP, they were asking to fund it and they would find their own representative to actually do the plan. Ms. Latito reiterated they did not have the staff because someone in-house had to facilitate the process. Commissioner Smith left the meeting at approximately 2:54 p.m.

Action: As discussed.

I-D – Economic Development Strategic Plan - Greater Fort Lauderdale Chamber of Commerce Agreement

Faye Outlaw, Interim Director of Community Economic Development, stated this was the next step in a process they had followed since May when the Commission conceptualized the Economic Development Workshop.

Michael Matthias, Economic Development Manager, stated that last spring a number of stakeholder interviews had been held which led to a summit last May to look at economic development. He stated that recommendations had been developed and a summit had been held in October which was very successful. He explained that the summit had provided a lot of input regarding the number of issues which were prepared in the form of a report and submitted to the Commission. The Commission then directed them to proceed and prepare a business/strategic plan.

Commissioner Smith returned to the meeting at approximately 2:56 p.m.

Mr. Matthias continued stating that the implementation plan as being presented looked at a phased approach, including elements of the internal role of the City and the potential for expanding a partnership with the Chamber of Commerce to assist in implementation of certain of the elements.

Ms. Outlaw stated that the plan was very comprehensive and for a number of reasons they were not in a position at this point to proceed on a comprehensive basis. Therefore, the way this had been approached was to identify the elements of the plan which they considered to be their priorities, and look to see how they could be moved forward both from an administrative standpoint, as well as through an existing partnership with the Chamber of Commerce. She continued stating that they knew the biggest constraint was going to be a financial one. She stated that the Economic Development Division had been going through an incremental reorganization and had a maintenance budget at this time which provided for a staffing level to keep the functions moving until they had the chance to fully evaluate how to refocus their internal efforts. She stated that externally they had within their budget an amount for the Chamber, but to capture the momentum which came out of the Economic Summit, they felt since the Chamber had moved to the forefront in helping with the initiative, it would be appropriate to expand their role in helping to keep things moving along. She stated they did not want to bring forth an implementation strategy that would cause them to look at funding this initiative externally or internally through contingency funding. Therefore, they identified the priorities which they felt could get underway for the remainder of the year. Some of the items had been done retroactively and would be captured from October 1, 2002.

Ms. Outlaw stated they wanted to discuss the phasing with the Commission and receive their input as to priorities.

Commissioner Katz stated that she was not comfortable with the direction they were going and had written a memo about her concerns. She stated that she did not feel they were being specific enough about the priorities and did not look at who was out there doing these things that they could take advantage of. She continued stating that she was uncomfortable with the Chamber of Commerce being handed another \$35,000 and not knowing where the money was going to be used since there was no business plan presented. She felt if they were going to give the Chamber \$90,000, they should do some research and see if there were other groups who could do the work cheaper and maybe better. She suggested that possibly they wait and discuss this when the City Manager would be present since he was putting this thing together.

Commissioner Moore stated that due to the memo they received from Commissioner Katz, there hadn't been time for everyone to respond to it, and he suggested that the matter be tabled until March 4, 2003.

Steve Queior, Chamber of Commerce, stated that they did have a lot of the information Commissioner Katz was alluding to in her memo, but he understood it was protocol to attach the summary memo to the packet of materials. He explained they had a detailed plan and budget.

Action: Deferred until March 4, 2003.

Commissioner Moore left the meeting at approximately 3:07 p.m. and returned at 3:09 p.m.

I-E – Downtown Regional Activity Center (RAC) Dwelling Units

Action: Deferred to March 18, 2003.

I-F – City Park Mall Garage Rehabilitation - Planters and Barrier Wall

Peter Partington, Traffic Engineer, stated that he was taking over the responsibility of the engineering/parking workload during the transitioning of the parking responsibility from the architects to his office. He stated they were hiring a parking engineer and he would start within two weeks.

Mr. Partington stated that it was his understanding that during the refurbishment project, it was found that the planters which formed the barrier walls to the garage had a problem in that they did not have the design reinforcement that should have been in place. He suggested that the refurbishment work be taken out of the current contract, which was valued between \$150,000 to \$200,000, and ask the structural consultant to review the walls and see what could be done to bring them up to current Code or suggest possible alternatives. He stated they would then come back with a recommendation and have another contract for the refurbishment of the walls. In all likelihood, he stated it would be more expensive than the savings that would result from the current contract.

Mayor Naugle asked if the retaining walls were missing steel which should have been there at the time of their initial construction.

Manny Solawn, Structural Consultant of Corradino Associates, stated that there had been no indication in the code at that time which required this type of construction. He stated they had discovered the lack of steel while they were removing the dirt from the planters.

Mayor Naugle asked if it was possible that tension wires could be added. Mr. Solawn explained they were investigating various solutions and one which he wanted to investigate further was to add cables and not actually replace the masonry blocks. He explained that when you were reinforcing this garage what made it very difficult was the post-tension.

Commissioner Moore asked for more detail about the planters. Mr. Solawn explained that the planters

had two problems. One was that they were subjected to the impact of a car, and the wall behind it which was subjected to the pressure from dirt and wind. They found it to be more feasible and economical if they added reinforcing behind the planters that was necessary to comply with the current Code.

Commissioner Smith asked if they had a landscape architect working with them on the planters. Mr. Solawn stated they had one in-house, but they preferred to work with the architects in the City. Commissioner Smith stated there was something wrong with the planters from "day one" and the plants had never thrived. He was informed that once the issues were resolved, they could establish a planting plan.

Action: Refurbishment work to be removed from the current contract and a recommendation made as to what should be done to be approved at the Regular Meeting.

I-G – Broward County Land Preservation Bond Program

Greg Kisela, Assistant City Manager, explained this was an update on Phase II of the Land Acquisition Program, as well as a discussion on establishing priorities as they moved forward into the future phases of the project.

Phil Thornburg, Parks and Recreation, stated that the next phase was actually going to be Phase V. He explained that the first page of material presented was a list of the six sites on their inventory. He stated that the sites they were close to were the Sistrunk Home Site and the Galt Mile Site. Negotiations had taken place, but no agreement had been reached between the property owner and the City.

Commissioner Katz asked if there had been two appraisals on each site. Mr. Thornburg confirmed.

Commissioner Smith asked what amount had been received from the County. Mr. Thornburg stated they were not willing to share that information with the City. He stated further the City had given them an estimate as to what they thought the land was worth. He believed the Galt Mile was \$1.3 Million and the same amount for the Sistrunk home site. He explained the County was taking the average of the two appraisals and were willing to negotiate up to 10% above the average, but they were not supplying the appraisal numbers since that was part of their negotiations.

Commissioner Katz stated that she thought they had agreed to exceed by 20%. Mr. Thornburg stated it was 10%, and could go above that with a super majority of the Commission.

Commissioner Moore stated that he wanted to commend staff on their work and he felt the County had been very slow in divulging any information. He stated that he had met with the Audubon Society and they said they might assist in making up some of the difference, but the trade-off would be to have it as an Audubon Society property since they had a state-wide program that it would fit into. He stated it might require finding the additional dollars either through City funding or a fund raising effort of some type. He stated that they had hoped the County Commission would go above the 10%. Commissioner Moore asked the Commission to entertain an invitation to the Audubon Society to the Conference Meeting in March.

Commissioner Katz asked about the trust for public land who also had information regarding grants.

Commissioner Moore stated that the trust in some past acquisitions had gotten support from individuals who had purchased the lands.

Commissioner Smith stated that he had spoken with the City Attorney due to the fact that he had been very disappointed in how this was working out, and it now looked as if they would not get the sites they had identified and there was a back-up list. He stated he was now afraid that the sites were public, the landowners knew they were on the City's list and were holding them hostage, and then another list would

come out. He stated he had asked if it would be legal for the City to hire a consultant to find open space in the City which was for sale and affordable, and take options on the property so the price could be tied before the people knew the government was involved.

The City Attorney stated there were organizations which did this type of work and were available to assist if asked. He stated that when a property was found, sometimes a premium was paid like a finder's fee.

Commissioner Moore stated that he wanted a workshop with the entities involved because he was very disappointed in regard to the Sistrunk property.

Commissioner Smith suggested it was time to give the City Manager direction to find some entity that could find some property. Commissioner Hutchinson agreed and stated she had been told that they needed a seller's letter before they could approach the Land Preservation Board.

Mayor Naugle stated that staff needed to bring back a recommendation regarding an entity.

Mr. Thornburg stated that the applications were due by the end of March to mid April. Commissioner Katz asked if they were pursuing what was on the list at the same time. Commissioner Smith agreed. Mr. Thornburg stated they could begin with this list. Commissioner Smith stated they wanted to have a parallel track with a public list, and then an investigative list.

Commissioner Katz stated that one of the properties (the Pier property) which had previously been approved had been partially bought by a developer. A portion had been left to be used as a park. Now, she stated that the Land Advisory Board had to revisit the matter since they had approved the entire site and did not have a mechanism to approve only a portion.

Action: Staff to report back with recommendations.

CRA MEETING WAS CONVENED AT 3:25 P.M.

COMMISSION CONFERENCE MEETING RECONVENED AT 3:52 P.M.

II-A – Proposed Purchasing Contract Extensions for the Second Quarter of 2003 (April to June)

Parking Consultant Contract

Commissioner Hutchinson stated that the price for the renewal of the parking consultant's contract had increased, and asked if it was because of the Palazzo matter.

Kirk Buffington, Purchasing Materials Management Division, stated that there would be increases for both the parking consultants due to Palazzo and the Central Park Garage. He stated that as to who should be paying for the increases, he would address that with the Parking Manager and Administrative Services. He further stated that he would verify if it was a reimbursement.

Mayor Naugle asked if anyone had any problem with Walker Consultants. Commissioner Hutchinson replied she did not have a problem with Walker. Mayor Naugle stated they needed to make sure a reimbursement was involved.

Bulk Trash Recycling

Commissioner Moore asked for more information regarding the central bulk trash recycling. He further stated that he had received many complaints from individuals regarding damage to roadways and swales. Mr. Buffington remarked that was in reference to the disposal and not the actual pick-up.

Mills Pond Park

Commissioner Moore stated that they appeared to be changing the use of Mills Pond due to the temporary operations, and asked what hours of operation were for the concession. Mr. Buffington stated that he was not sure about the hours of operation but would have someone check into it.

Commissioner Katz asked how often they renegotiated. Mr. Buffington stated it depended on the contract, but the rule of thumb was 3 to 5 years. He explained that the Mills Pond concession had recently been rebid. He stated there were occasions when they might go beyond the 5 years due to large capital expenditures which the contractor might have to put in place at the beginning of their contract.

Commissioner Katz asked if they were reaching the end of a five-year contract, but there was another year to go would they slide through the other year and then redo it. She stated she was actually referring to the pager rental contract. Mr. Buffington stated that the pager network and industry was unique and there was not much competition. They were looking at a US Communities Nation-wide cooperative contract that had just been awarded by LA County, but it was awarded to a company called Metro-Call which fell into bankruptcy.

(Continued below)

Group Life Insurance

Commissioner Katz asked about the group life insurance. Mr. Buffington stated this was unique due to the insurance market, and they did not want to go out and bid this if they could stay with the negotiated rate and the current carrier.

Mills Pond Park Concession (Continued from above)

Commissioner Moore asked if this concession expanded its hours to give service or did they allow the operations of the little league teams or soccer teams to operate their own stands.

Ernest Burkeen, Director of Parks and Recreation, stated it was a little of both, but he could find out more information and bring it back to the Commission.

Commissioner Moore asked if this extension could be tabled until further information was provided.

Action: All approved except for Mills Pond Park concession, which was tabled to the March 4, 2003 meeting.

II-B – Parks General Obligation Bond (GOB) Projects - Quarterly Report for the Fourth Quarter of 2002 (October to December 2002)

Commissioner Katz asked for an update on the George English Park portables.

Vince Gizzi, Parks and Recreation, stated there were still two on the site and they had been informed that by March 1, 2003, they would begin bringing the fields back to their original state.

Commissioner Katz asked for a status report regarding Palm Aire Park.

Fernando Vazquez, Engineering Department, stated that they should have a temporary Certificate of Occupancy (CO) in about 3 weeks. He further explained they were working with FPL to get the lighting installed.

Commissioner Katz stated that she didn't know if the homeowner associations knew about the free tree give away, and suggested that information be included in the FOCUS to make people more aware.

Commissioner Hutchinson stated there was a give away also with the Broward League of Cities.

III-B – Advisory Board Appointments

Beach Redevelopment Advisory Board

Commissioner Smith reappointed Michael Grimme and appointed Vicky Mowrey to the Beach Redevelopment Advisory Board.

Mayor Naugle appointed Shirley Smith to the Beach Redevelopment Advisory Board.

Action: Formal action to be taken at Regular Meeting.

Board of Trustees, Police and Firefighters Retirement System

Action: Deferred

Budget Advisory Board

Action: Deferred

Cemeteries Board of Trustees

Commissioner Smith appointed Ned Skiff to the Cemeteries Board of Trustees.

Action: Formal action to be taken at the Regular Meeting.

Code Enforcement Board

Commissioner Hutchinson appointed Howard Elfman as an alternate to the Code Enforcement Board. Sarah Horn would now be a regular member of the Board and not an alternate.

Action: Formal action to be taken at the Regular Meeting

Community Appearance Board

Action: Deferred

Economic Development Advisory Board (Also see Regular Meeting)

Commissioner Smith appointed Alan Forgea to the Economic Development Advisory Board.

Action: Formal action to be taken at the Regular Meeting.

Education Advisory Board

Action: Deferred

Marine Advisory Board (Also see Regular meeting)

Commissioner Smith appointed Gerry Cooper to the Marine Advisory Board.

Commissioner Katz appointed Don Winsett to the Marine Advisory Board.

Action: Formal action to be taken at Regular Meeting.

Nuisance Abatement Board

Action: Deferred

Planning and Zoning Board (Also see Regular Minutes)

Commissioner Smith appointed Margery Anderson to the Planning and Zoning Board.

Action: See minutes of the Regular Meeting.

Unsafe Structures and Housing Appeals Board

Action: Deferred.

Commissioner Smith stated that he felt it was a good idea to make the switch of Gerry Cooper from the Planning and Zoning Board to the Marine Advisory Board, and move Margery Anderson from the Marine Advisory Board to the Planning and Zoning Board.

IV – Commission Reports

Election 2003

Commissioner Smith stated that he had this meeting and one other left with the Commission. He congratulated Mayor Naugle on his re-election and pledged his support to the City. He stated that he had enjoyed working with this Commission and was prepared to serve the City in any capacity in the future.

Galt Shops

Commissioner Katz reported that the Galt Shops were doing a master plan. She stated they had been having some economic development problems and problems in pulling the area together. She stated that one of their biggest concerns was parking, and a couple years ago the parking rate was raised to \$.50 per hour. Since the area was going through a crisis, she proposed that for a few years they allow the parking fee for that area to be \$.25 per hour which would give them an opportunity to put the area back together and bring in the economic development they desired. She continued stating that in a few years they could readdress the situation. She stated there were other areas in the City with a rate of \$.25 per hour, including the Cross Roads Center at 26th Street, some areas on Las Olas, and South Andrews Avenue.

Commissioner Katz continued stating that there was a parking rate study coming to the Commission in April and this change could be reflected at that time.

Mayor Naugle felt that was a good idea and suggested this be scheduled for the next meeting. He further suggested that they consider an ordinance stating if someone wanted to commercially use a City parking lot for valet parking, it should be done only with the City's permission.

The City Attorney stated that his office would prepare such an ordinance, but there would be difficulty enforcing it because if the meter showed the fee had been paid, one could not determine who parked the car in that space unless someone was monitoring the area. He stated there were areas in the City which received permits for such type of parking. He continued stating that they would return to the Commission with a comprehensive report and a recommendation.

Commissioner Smith asked if Commissioner Katz was referring to the area north of Oakland and west of A1A. Commissioner Katz confirmed. Commissioner Smith asked if they could use multi-space meters in that area and offer a citizen discount program.

Bud Bentley, Assistant City Manager, stated that discussions had been held with the Commissioner regarding this matter and other related parking matters, and if the Commission decided to revert back to \$.25 per hour for the desired area, staff would begin the process for the change. He stated that he could not recommend the decrease, but it was an economically distressed area. He advised they would bring back an ordinance to the April Commission meeting.

Commissioner Smith reiterated that he wanted staff to review the use of multi-space meters for the area. Mr. Bentley stated that matter had been reviewed several years ago, and in the past they had evaluated an area as to whether it could support the expense of the multi-space meters. In this case, he stated the matter would be reviewed for reasons other than economic.

Action: Recommendations and Ordinance to be presented to the Commission.

Missing Child

Commissioner Moore thanked the Police Department for all their hard work and efforts regarding the missing child last week.

Policing and Annexation

Commissioner Moore stated he wanted them to take on the issues of policing and the methods being used for the annexed areas. He asked if they were able to uphold the promises which were made to the residents in the areas.

Action: Friday memo to be given to the Commission.

Street Vendor Policy

Commissioner Hutchinson stated that she wanted to agenda the street vendor issue. She further stated that the Police Department was working on the matter and asked if an update could be provided.

Action: Status report to be provided to the Commission.

Riverwalk

Commissioner Hutchinson asked for an update to be provided regarding the Capital Improvements Plan in connection with the Riverwalk. She stated there had been a financial plan which was to extend to 2005, and the intention was to hire a grant writer to pursue the funds needed for park signage, seawall repairs, park repairs and other necessary items.

Action: Status report to be provided to the Commission.

International Airport Runway Expansion

Mayor Naugle stated there was to be a workshop on February 27, 2003 and a public hearing scheduled for March 5, 2003 regarding the Airport runway expansion.

Randy Dunlap, City's appointee to the Broward County Airport Task Force, stated that this had been a moving target for the last several months. He stated that the public hearing would be on March 5, 2003, and the workshop would be held on February 27, 2003. He stated it was very important for the City's expert to be placed on that agenda in order to give his presentation on behalf of the City. He proceeded to show maps of the area encompassing the noise study that had been done by Lee Fisher & Associates, Noise Expert for the Airport. He stated there were a variety of noise contour studies in the information submitted to the Commission.

Mr. Dunlap continued stating that they were familiar with the average noise contour study which was an average of noise over 24 hours over 12 months. He stated the single-event noise study was the actual footprint of a plane taking off. He then showed the footprint of a landing on Runway 1331. He stated that the 65 decibel noise line was the line FAA determined was so loud that mitigation was necessary for the residents within that contour. He stated that did not apply to the single-event study.

Mr. Dunlap stated that he had been told that he did not have the right to raise noise complaints for the Fort Lauderdale area. He further stated the Mayor of Hollywood stated that they had looked at the noise contours and there were no noise problems in Fort Lauderdale, and Susan Starkey, City Commissioner of Davie, stated their problems were 10 times worse than Fort Lauderdale's. He reiterated that this was the mentality the City was up against in this matter.

Mr. Dunlap stated that he had made a presentation at Hollywood City Hall during an Economic Development Conference, and the Mayor had stated they should make additional use of the diagonal runway since it affected less people than the proposed development for the south runway. He felt the common thinking today was that they should do what they could to negotiate and find something agreeable for everyone. He explained that one of the Commissioners was shopping for a plan for an 8100 foot runway stating it would provide what was needed. He explained there were some operational issues associated with that idea.

Mr. Dunlap continued stating that as a result of the November 19, 2002 memo from the FAA the new Airport Use Plan called for landings on the south runway and take-offs on the north runway when the wind came from the west. He explained that when the wind came from the east, there would be landings on the north and take-offs from the south. He stated that could not happen if the runway was shortened because of the Holiday Inn located in the area. He stated there were restrictions regarding landings that caused an 8100 foot runway to be operationally 5,000 feet long which already exists. The purpose of the "so-called compromise" was to push additional traffic on the diagonal and north runway at the City's expense. Mr. Dunlap stated there were also serious implications for the people in Dania Beach.

Mr. Dunlap explained that the problem with an 8100 foot runway would not do anything regarding wetlands mitigation, and the planes would still have to go over US 1 and there would not be dual use. He stated that another issue was that at the time the Task Force requested the single-event noise study, they also requested an update of the economic development study. He proceeded to read the last paragraph of page 3 of the study.

Commissioner Moore left the meeting at approximately 4:25 p.m. and returned at 4:26 p.m.

Mr. Dunlap proceeded to state that they were talking about \$500 Million per year in economic benefits for the County from the Airport that would be gone. He assumed that the FAA would contribute money to the 8100 foot runway, but was not sure. He stated they would be better off to do nothing with taxpayer dollars

than to build such a runway. The effect on the neighbors to the north would be the same and they would be greatly affected.

Commissioner Hutchinson stated that she had heard some of the County Commissioners saying that the Interlocal Agreement meant nothing, but she was under the impression that agreement would stand up in Court. She stated the City did not have the opportunity to mitigate anything other than the full expansion of the south runway. She asked for the City Attorney's opinion in this matter.

The City Attorney stated that the Interlocal Agreement the City had with the County was an enforceable document. He explained they might not be able to require them to build the Airport as it should be, but they were required to fulfill the obligations they agreed to in the agreement.

Commissioner Hutchinson asked if the City could go back and mitigate anything other than what was signed off on which was the extension of the south runway to a certain footage.

The City Attorney stated if what they built would be different than what the City approved, the opportunity to mitigate would be provided.

Mayor Naugle suggested they be put on notice that this would be done. Commissioner Moore stated that he agreed.

Mr. Dunlap proceeded to explain one of the noise contours on the map. He stated that their projections from the very beginning had been low. He explained that over the last two years this Airport had grown over 7%. He stated it was reasonable to assume that the 2008 projections in traffic were based on real history, and if that was the case there would be a 40% increase in the use of the runway. He stated they needed to make sure the County and the FAA would do what was necessary for the affected neighborhoods.

Commissioner Hutchinson stated that the City of Fort Lauderdale had a right to be at the table regarding this matter because all their building permits were issued by this City. She stated that the FAA had stated that if you had 65 decibels or greater, you had to mitigate the noise in some way, but not as it related to single-event noise.

Mr. Dunlap requested that the Commission join him at the public hearing on March 5, 2003 at the Broward County Convention Center and speak forcefully to the City's commitment to the Interlocal Agreement, and take whatever steps necessary to protect its citizens. He stated that everyone thought this was a "done deal," and due to its economic impacts it was a deal to pursue.

Commissioner Smith asked if all the resources available were being put into this fight. Mr. Dunlap stated they could be stronger. Commissioner Hutchinson stated they needed to show up as a City on February 27, 2003 at the workshop. Mr. Dunlap suggested that each Commissioner rally their districts to attend.

Mayor Naugle stated that Hollywood had sent a letter to the neighborhoods wanting their citizens to attend the neighborhood association meetings in Fort Lauderdale. Mr. Dunlap stated that the letter had been sent by an attorney who was volunteering his time to the City. Commissioner Hutchinson stated that she had brought this matter up at the last meeting and asked our City Manager to write a letter to Fort Lauderdale neighborhoods stating the City's position on the matter. She stated that she did not know if that had been done.

Mr. Bentley stated that they had held up on those letters until they had full information regarding the workshop and public hearing. He stated that the strong emphasis in the letter was that they needed to come out and be represented at the public hearing.

Commissioner Smith asked if an e-mail could be sent out through the Citizens Volunteer Corps. Mr.

Dunlap stated there had been a good e-mail system going on, but emphasized that they needed bodies to attend the meetings.

Mr. Dunlap stated that he had called Hollywood's Economic Development Board and asked if he could come to their meeting and make a presentation. He stated that they refused to let him attend.

Mayor Naugle thanked Mr. Dunlap for all his hard work.

Action: Letters to be sent to citizens of the City requesting their support of this project.

Stella Taylor

Mayor Naugle stated that Stella Taylor had been a famous swimmer back in the '70's and '80's and had made 3 attempts to cross the Gulf Stream from the Bahamas, and had swam the English Channel. He stated she was now deceased and her estate was unable to fund her internment. He requested that the City Manager's Office ask for the Cemetery contractor to provide a plot for this person.

Action: City Manager's Office to seek assistance regarding internment from Cemetery contractor.

V - City Manager Reports

Health Insurance

Greg Kisela, Assistant City Manager, stated that it was their understanding that the FOPA would attend tonight's meeting in force as a protest to the increase in the health premiums. He proceeded to distribute information regarding this matter to the Commission.

Mayor Naugle asked if a decision had been made regarding management's contribution which was to be similar to the contribution made by the FOPA.

Mr. Kisela replied that a final decision had not yet been made.

Commissioner Smith suggested that this matter be deferred until they made a decision regarding management's contribution.

Mr. Bentley stated these new rates would go into effect on March 21, 2003.

Action: Deferred until March 4, 2003 meeting.

There being no further business to come before the Commission, the meeting adjourned at 4:35 p.m.

Note: A mechanical recording has been made of the foregoing proceedings of which these minutes are a part, and is on file in the office of the City clerk for a period of two years.