

**FIRST BI-ANNUAL BROWARD COUNTY / CITY OF FORT LAUDERDALE SUMMIT
MAY 19, 2009**

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**FIRST BI-ANNUAL BROWARD COUNTY /
CITY OF FORT LAUDERDALE SUMMIT
BROWARD COUNTY GOVERNMENT CENTER
ROOM 430
MAY 19, 2009
12:00 P.M.**

<u>BROWARD COUNTY COMMISSIONER</u>	<u>DISTRICT</u>	<u>ATTENDANCE</u>
Josephus Eggelletion, Jr.	9	Present
Sue Gunzburger	6	Present
Kristin D. Jacobs	2	Absent
Ken Keechl	4	Present
Ilene Lieberman	1	Present
Stacy Ritter	3	Present
John E. Rodstrom, Jr.	7	Present
Diana Wasserman-Rubin	8	Present
Lois Wexler	5	Present

<u>CITY OF FORT LAUDERDALE COMMISSIONER</u>	<u>DISTRICT</u>	<u>ATTENDANCE</u>
John P. "Jack" Seiler	Mayor	Present
Bruce G. Roberts	1	Present
Charlotte E. Rodstrom	2	Present
Bobby B. DuBose	3	Present
Romney Rogers	4	Present

CALL TO ORDER AT 12:03 P.M.: By Mayor Ritter.

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MAYOR RITTER: I want to welcome everybody to the first bi-annual joint workshop with the City of Fort Lauderdale City Commissioners and the Board of County Commissioners, Broward County Board of County Commissioners. And welcome everybody who is in attendance this -- this afternoon.

I -- I know that the Agenda indicates a roll call, but I'm not sure that we really need one for this informal workshop. So if it's all the same, we'll just dispense with the -- with the roll call.

I -- I'm sure that you have all seen a copy of the Agenda which Mayor Seiler and I, along with our administrators, Ms. Henry and Mr. Gretsas put together at a meeting we held last week. Just last week?

MAYOR SEILER: Two weeks ago.

MAYOR RITTER: Two weeks -- oh, it was two weeks ago. And while we know it is an ambitious agenda, and we might not fully -- we may not be able to fully flesh out all the issues related to any one of the Agenda Items, we just wanted this to be our first meeting on the issues that are critical to both the county and the City of Fort Lauderdale.

Jack and I had -- and I think we can just go first names, right?

MAYOR SEILER: That's fine.

MAYOR RITTER: Good. Jack and I had talked about this at a lunch last month, and then again two weeks ago with our staff, and recognize that we only have an hour. So in the interest of time, we would appreciate it if both of our Boards would just have a general conversation about all of the issues, not delve too deeply into the specifics, because not only are we going to follow this up, hopefully in September, but we have already asked our staff, Mr. Gretsas and Ms. Henry, to assign somebody from both the city and the county to work on these issues specifically related to the Fort Lauderdale/Broward County issues.

So, with that, do you have any opening comments, Jack?

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MAYOR SEILER: No, I just -- I just want to thank you, Stacy, thank the County Commission for meeting with us. I think so many of us have worked together on so many issues over the years, whether they've been legislative issues, county issues, city issues. We're extremely excited in Fort Lauderdale about our Commission; we've got a great group. And I know you all have a group here at the county that has a lot of experience. So we are looking forward to trying to focus on some of these issues moving forward.

Just to follow up on the last comment that Stacy did make, though, we have asked -- and I want to thank both George and Bertha for what they've done in this process -- we are actually assigning a permanent staff member to serve as a liaison on city/county issues.

So from this point forward, instead of ideas getting stuck at one end of Andrews Avenue or the other, we'll have a person assigned to actually facilitate those issues.

And then my last comment on that is I think this is just the first step in the process of really moving all of our issues forward. And at the end of the day, the real beneficiary of this is going to be the general public. It's going to be the citizens, the businesses, and, in particular, I think a lot of the downtown individuals, because we need to make downtown Fort Lauderdale, and, in essence, downtown Broward County, more successful.

So it with that, thank you.

MAYOR RITTER: Thank you.

DOWNTOWN ISSUES

MAYOR RITTER: We're going to move to the first issue, which are the -- which are the downtown issues. And I think we should advise everybody not getting to an issue should not be construed that we don't agree, and having a healthy and open discussion about the issue also should not be construed as we are at odds over these issues. We'll see how it actually gets written when it does,

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but the first issue that we wanted to discuss were the downtown issues, which are the courthouse, the South Florida East Coast Corridor Transit Study, and the WAVE. And the idea was to find out from the city, and you can find out from us, where you are, generally speaking, on these particular topics.

ISSUE 1 - COURTHOUSE

MAYOR RITTER: So we will start with the courthouse. As you know, we had -- we had convened a task force in January, which Commissioner Lieberman chaired, which came out with a report stating what -- with recommendations about what should be done with the courthouse. And if you (inaudible) to -- to talk -- to read it, if the city -- members of the city have the opportunity to read it and what your suggestions or ideas are, or do you agree with, you know, the courthouse staying downtown. Obviously, that would be something that we would expect you would agree on. If you've had an opportunity to review the task force.

And we are going to do this real informally. So if you want to talk, you know, just raise your hand and we'll -- we're not going to go necessarily down the line. If there are people who don't want to -- and silence is assent, as the lawyer will tell you. If you're not going to say anything, then we'll -- we'll assume that you agree with us.

MAYOR SEILER: Well --

UNIDENTIFIED SPEAKER: Go ahead, Jack.

MAYOR SEIFER: No, go ahead.

VICE MAYOR ROBERTS: On the courthouse, obviously, we -- I noticed in the cover letter supporting the -- supporting the back-up material, the need to try to expedite the process, and those are the recommendations. And I concur with a lot -- with the need to expedite. And there's just some -- I don't have a -- a feel right now whether we do all of those things in there that are recommended, but I would suggest we do something, to make some moves.

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And I would like for us, as a city, also to discuss it more in detail at our meetings. But I think we should expedite the process.

I agree with the concept. Let's move forward with it as quickly as possible. I did read from the backup. My concern, only -- only issue with it -- I'm really just touching bases, just touching this real quickly -- is the -- is the idea of maintaining some type of a park along river front there, too, whatever is done to expand. That would be the only thing that stuck in my mind when I read through it, albeit real quickly. There's a lot of material here, and we're all preparing for another meeting today, as you are, too --

MAYOR RITTER: Yeah.

VICE MAYOR ROBERTS: -- so it was difficult to really get into the nitty-gritty. Plus I wouldn't pretend to know all the details, with the county having worked on this for some time already.

But I -- I agree with the idea of trying to expedite the process.

MAYOR RITTER: Thank you.

MAYOR SEILER: Let me just add on -- go ahead, Romney.

COMMISSIONER ROGERS: Well, in the interest of full disclosure, as a lawyer I know we need a new courthouse. On the other hand, because the public didn't vote for it to begin with, I just think we want to be really good about educating everybody about what we're trying to do, when we're doing it, and how we're doing it.

And I'm impressed by all the work that the committee's done already. And it seems like the numbers are -- are spot-on, from what I know of it. And that's all good.

And, again, I just think we don't want to go too fast that everybody don't know what's going on. And that would be my only concern.

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MAYOR RITTER: We will -- we will see, I guess, in the next few weeks whether the governor will allow us to educate our -- our constituents and residents with our -- with our money. We'll see. Charlotte.

COMMISSIONER CHARLOTTE RODSTROM: Is there something else also on the ballot in the same question as the courthouse or is it just the courthouse?

UNIDENTIFIED SPEAKER: (Inaudible.)

COMMISSIONER CHARLOTTE RODSTROM: That might have gotten people confused about where the money --

MAYOR RITTER: Oh, the -- the transit.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR SEILER: And the courthouse expense is much greater --

UNIDENTIFIED SPEAKER: Yes.

MAYOR SEILER: -- than the current proposal.

I just -- I want to comment on the courthouse before we move off it. One, Commissioner Lieberman did a superb job chairing that and getting through those issues.

And secondly, I've got to commend our staff. We had a meeting over here with Bertha and George, and I believe our Building Department, our Zoning Department, with your courthouse, and already the cooperation and the coordination between the two was tremendous. I think they knocked off months, if not more, just in that initial meeting in terms of what needs to be done based on that letter.

So we -- we're not going to be doing everything in that letter, but I think because of the meeting that was held over here two weeks ago, a number of

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those items have been resolved. And, again, just thanks to George and his staff for getting with the county and with Bertha to get that done.

MAYOR RITTER: Ilene.

COMMISSIONER LIEBERMAN: Yeah. Just -- I know I may be restating the obvious. To no one's shock, we had another problem with the courthouse this morning. And so, in my mind, and in the interest of full disclosure, I'm an attorney also, but I think, from being in and out of that courthouse, it gives all of us who are attorneys, like Vice Mayor Keechl, Mayor Seiler, Commissioner Rogers and others, and if I left anybody out, I'm really sorry, to see first hand -- the problem with the voters is most of the voters think the only thing that happens in the courthouse is it's where criminals go to hear a trial. And they are -- they really don't understand the whole civil side, where the average person's grievances are addressed. And so that's really going to be an issue.

But the second to this is Fort Lauderdale is integral in making something happen. You know, we've all talked about the slowdown in the economy, and the courthouse will be a big construction project. And it is a way of putting local residents to work in jobs. If we can expedite it, we also believe that, based upon the current state of the economy, it is less costly to construct now than it may be in the future.

So I -- I know we may sound like the admiration society, but having Mayor Seiler join us for our last meeting, where we were going over the impediments, he was a great addition to our task force, and helped us identify places where the city could expedite the problems and -- resolve some of the problems that we were facing.

And so, Mayor, I thank you for your foresight in putting this task force together, and I thank Mayor Seiler for taking the lead with the task force on helping to resolve some of those issues.

MAYOR RITTER: Ken.

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VICE-MAYOR KEECHL: And let's also remember that, in addition to everything that's been said, the way this has been financially structured is in a manner that does not increase the tax burden on the residents of Broward County.

And so I -- I agree with all the comments that I've heard so far. I think it's a great idea.

ISSUE 2 - SOUTH FLORIDA EAST COAST CORRIDOR TRANSIT STUDY

MAYOR RITTER: Okay. Let's move on to the South Florida East Coast Corridor Transit Study. Many of you may know that Miami-Dade County Commissioner Sally Hayman and Palm Beach County Commissioner Jeff Coombs and I chair a tri-county informal FEC corridor coalition where we've been talking about how to -- how to bring passenger -- continue discussions on how to bring passenger rail to the FEC, which is crucial to the City of Fort Lauderdale and its downtown redevelopment.

We've only had a couple of meetings, and we haven't come to any sort of conclusion yet, but if you've had a chance to view that transit study, what you all are thinking about and how you all would like to approach that FEC transit study, and how -- how we can make that -- make that passenger rail happen.

Any comments?

COMMISSIONER EGGELETTION: Madam Mayor?

MAYOR RITTER: Joe.

COMMISSIONER EGGELETTION: I think anything we do with the FEC, you can't make the same mistake that we made in the legislature with Tri-Rail. It's great to have the FEC corridor; I'm a strong supporter of rail. I think we have been talking about how great that would be, and it would be. However, if you don't get the funding for it, a dedicated funding source to begin with, I think it's ludicrous to even talk about it, because it only shifts the burden of paying for it to the -- to -- to the county government where the corridor is going to pass

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through, unless every city going to chip in in that corridor and pay their share fair of -- of the costs to operate it. And that's just not a way to -- to operate a -- a rail system, a passenger rail system.

I'm taken aback by the fact that the legislature has not given us a dedicated funding source, and refuse and fight us every step of the way. And we're the only state in the entire United States that does not have a dedicated funding source for passenger rail. The only state.

So to talk about a passenger rail on the FEC without having a dedicated funding source in place, I think is counter-productive. And I think you need to get a dedicated funding source before you get the train on the track.

MAYOR RITTER: Jack.

MAYOR SEILER: The only thing I'm going to say to that, and I -- I agree with you, Commissioner, but this past year, we saw Sun Rail fail in Tallahassee --

COMMISSIONER EGGELLETON: Right.

MAYOR SEILER: -- which I think leaves a lot of Florida Department of Transportation dollars, Florida Department of Transportation dollars, out there right now that are maybe currently not allocated. So I think if we, as a -- as a city, as a county, and then with all three counties, go to the legislature next spring specifically with reference to those dollars, I think we at least owe it to our constituents to explore those dollars, because that's -- those are hundreds of millions of dollars that were left unallocated with the demise of the Sun Rail and the central Florida corridor. So I think we just need to get a understanding. Our Commission has never addressed this issue. I think, Charlotte, you had, prior to --

COMMISSIONER CHARLOTTE RODSTROM: (Inaudible) a lot of meetings with (inaudible).

MAYOR SEILER; But I think Commissioner DuBose and Commissioner Rogers and Commissioner Roberts haven't had a chance yet to address it, so we just want

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to make sure we're -- if we're all in agreement, let's move forward with trying to see what we can do with those state dollars.

VICE MAYOR ROBERTS: Agreed, yeah.

COMMISSIONER CHARLOTTE RODSTROM: I'm also in agreement with Joe as far as finding a -- sorry, Commissioner Eggelletion --

MAYOR RITTER: No, we're going first names today.

COMMISSIONER CHARLOTTE RODSTROM: -- in trying find a dedicated funding source. If there's available funds left over, that's one way to do it. I'm concerned about what they're going to charge us for the right-of-way. They -- some of the talk is possibly laying an extra track, some of the conversation. So all that, the money is a -- is a big component of this, but I think it's really important for -- I know for a lot of the residents in my particular district and the City of Fort Lauderdale to work as hard as we can to get those dollars and provide that service for the downtown making it vibrant. It's just a no-brainer for me. But we need to find that money, so, I'm just very supportive.

MAYOR RITTER: Thank you.

COMMISSIONER LIEBERMAN: I have no doubt that Tri-Rail belongs on the FEC corridor. When you look at how our county has been built out, that's where it belongs. It makes the most sense.

But I want to caution you before you think you're going to get the Sun Rail dollars. The reason we lost our battle this year was because the powers that be in Tallahassee tied Tri-Rail to Sun Rail. For whatever reason, Sun Rail is a bigger priority to the leadership in Tallahassee than Tri-Rail, which is an existing ongoing transportation -- mass transportation system.

And so, given that we have to figure out how we can re-educate not just on that there's money left over, but from what I have heard is that Sun Rail deal, they're going to keep bringing it back and tying it to us, because the leadership

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wants the Sun Rail deal and they see Tri-Rail as the carrot to get Sun Rail to bring south Florida delegation.

And, as you know, Commissioner Eggelation, Commissioner Jacobs -- I guess I should say Joe, Kristin, and I spent our week in purgatory during beat up local government week in Tallahassee. And it became very crystal clear to me that, though we have an ongoing system which has seen a tremendous growth in ridership, despite being on the wrong track, the legislature was still tying us to the Sun Rail deal and would not consider, under any circumstances, we did not have the votes in the House to get a dedicated funding source for Tri-Rail alone.

MAYOR RITTER: I think you're talking about different sources of funding, however. Sun Rail -- Sun Rail, the money was pledged before there was anything called economic stimulus. And there is economic stimulus money in FDOT that was supposed to go to Sun Rail, notwithstanding the former agreement that the governor had had to purchase the tracks that is now freed up because there is no Sun Rail deal. That's FDOT money, that's not legislators'. That's not money for the legislators to appropriate; that's money for FDOT to appropriate.

COMMISSIONER LIEBERMAN: I think -- I think the death of the Sun Rail deal is premature.

MAYOR RITTER: Well --

COMMISSIONER LIEBERMAN: Having talked with the leadership in Tallahassee, they are still very focused on making Sun Rail happen. And so part of this education process is we -- it blows my mind that we have an ongoing mass transit system that should be number one priority and it isn't. And it's not just educating our legislators, it's individuals from other parts of the state.

MAYOR RITTER: Right. But Sun Rail and FEC should not be mutually exclusive. Transit should be a state wide issue, and there's no --

COMMISSIONER LIEBERMAN: It should be but it isn't. And that's the problem.

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MAYOR RITTER: Joe.

COMMISSIONER EGGELETTION: Madam Mayor, I don't want to beat a dead horse to death. Let me just clear some things up. First of all, with -- with respect to Sun Rail's being connected to Tri-Rail and vice versa. At the SFRTA, we decided to use that vehicle to attach. We were going file a separate bill, but we decided to do that because we just felt there was not enough support in the legislature on the House side to move the issue. And the Senate has a rule that any time a bill is heard in the legislature and it dies on either side, that it's not available to be heard at all, period. And so we didn't want to lose the issue because of that.

Sun Rail died primarily because, frankly, it was a bad bill. It was \$10,000,000 more per mile than any other rail system ever purchased anywhere in America. So on its face, it was a horrible deal. It really was. And so FDOT should have been should have gone back and renegotiated the whole deal.

COMMISSIONER LIEBERMAN: Absolutely.

COMMISSIONER EGGELETTION: It was just a very, very bad deal. It was the worse negotiated deal I've ever seen.

On the other hand, I think that is what you have got to watch for in the FEC corridor, that you don't fall into that same trap. So -- and -- and the only thing I -- you know, it's just been my experience that unless you have the funds up front to attract federal transit dollars from a dedicated funding source, this is -- you shouldn't -- you shouldn't even talk about it anymore. You need to just let it go, because unless the legislature is willing to do that, I don't care how much money they have -- and by the way, the 300 and some-odd million dollars was stuck in the appropriation process by Representative Mica, and I think that money goes away this year, unless you get it re-appropriated. Now, he may be able to get it re-appropriated, but the money goes away this year.

And Sun Rail on itself did not even qualify for federal funds. He used a special privilege to even get it qualified. It didn't even qualify for federal money. So that's another hurdle that you've got to overcome.

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I don't want to beat this dead horse to death.

ISSUE 3 - THE WAVE

MAYOR RITTER: Yeah, we're going to move on. Okay?

COMMISSIONER EGGELLETON: Yeah.

MAYOR RITTER: Thank you. The next item on the Agenda with respect to downtown issues is the Wave, which has been discussed several times in the past couple years that Commissioner Keechl and I have been here. The Board is still generally --

UNIDENTIFIED SPEAKER: The DDA project.

MAYOR RITTER: Right. The Downtown Development Authority Project.

The conversations we have had, generally speaking have been supportive. The funding is an issue. And we were curious to know.

Charlotte.

COMMISSIONER CHARLOTTE RODSTROM: I just have -- and this is just from being sort of -- you have a lot more experience at this. But it seems to me that we are a little scattered with having the Tri-Rail, the Wave, and the FEC. That I would think that if we could come up with some sort of transportation initiative that incorporates all those entities into one entity that we got behind as a group, I'm not sure how that -- if that cuts out businesses, adds businesses, or where it is, politically correct or not. It just seems to me that (inaudible), and I'm a big supporter of the Wave, but I've got the Wave going, and I've got the FEC tracks going in the same direction and the same places. You know, it just seems to me if there was a better nexus for all of them to be in one transportation initiative, I think we would be better served. And little bit stronger, too.

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MAYOR RITTER: Right.

COMMISSIONER CHARLOTTE RODSTROM: we have all these different transportation initiatives going on, and we could actually kick out with one that we want to support a hundred percent.

MAYOR RITTER: Lois?

COMMISSIONER WEXLER: Is there anyone that's prepared to give us any kind of an update regarding those federal dollars? Small starts, anything? Has there been any scoring? Where is it moving?

UNIDENTIFIED SPEAKER: Is it moving?

COMMISSIONER WEXLER: Is it moving?

UNIDENTIFIED SPEAKER: (Inaudible) to staff.

COMMISSIONER WEXLER: Someone?

UNIDENTIFIED SPEAKER: Mr. Walton's here. He can provide some update.

UNIDENTIFIED SPEAKER: Mr. DDA.

UNIDENTIFIED SPEAKERS: (Inaudible cross-talk.)

MAYOR RITTER: Chris, just a couple of minutes.

COMMISSIONER WEXLER: Just very, very briefly.

MR. WALTON: Just actually to qualify for the federal dollars, there must be a submittal from BCT. The DDA as an entity does not qualify or cannot submit the documents. We have been working collectively with them to make sure that when the documents are submitted for federal consideration they receive a favorable rating, but to answer the question directly, no, the submittal hasn't

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been made yet, and we are looking for the final document to be submitted sometime this fall.

COMMISSIONER WEXLER: Okay. Thank you.

MAYOR SEILER: Chris -- Chris would you comment from the DDA just on -- give us a two minute update if you could?

CHRIS WREN, DOWNTOWN DEVELOPMENT AUTHORITY EXECUTIVE DIRECTOR: Sure. Thank you. Thanks for allowing me to speak on this item.

As Chris Walton said, we're in the final stages of the process to submit for those federal funds as discussed.

We're seeing incredible positive signs from the Obama Administration and Secretary LaHood. In fact, Congresswoman Blumenauer, who represents Portland, just obtained 60 percent funding for her streetcar rail just weeks ago.

In that conversation -- and we had several conversations with that Congressman -- I believe two weekends ago, there was three or four projects being discussed for additional funding after they go through the process, as Mr. Walton said, and one of our -- one of those four is the Wave project. So we're definitely on the federal radar. We need to finish the bureaucratic process of administrating it, but all signs are indicating that we will be receiving that funding.

MAYOR SEILER: Thank you.

MAYOR RITTER: Ilene?

COMMISSIONER LIEBERMAN: I agree with Charlotte about the need for a mobility type analysis of all of the things that we're talking about, as opposed to these pieces. But I need to tell you I am very -- of the three pieces, the one I am the least optimistic about is the Wave.

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When I read the study that was done for the Wave, and it projected certain ridership, the ridership amounts that are being projected bear no reasonable resemblance to the current utilization of the trolley that runs on a similar route. And so nothing's ever been forthcoming showing how that ridership is going to miraculously grow to the numbers in the report.

I have ridden on the trolley and been the only one on the trolley. And so I don't know if it's a route issue or, again, more education to people to leave their cars in their parking space and ride it to go to restaurants and other places in the downtown. But I am the least optimistic of that -- for that, of the three projects.

COMMISSIONER DUBOSE: I just want to piggy back on that. I think that's a great point, especially when you look at ridership. Because the issue with the Wave or how its being stopped at 6th Street -- but when you get into that area in the northwest, the ridership is a lot higher. I think if we look at, you know expanding it, then you're going to cure that problem of a lower ridership, and you will get more bang for your buck.

And I guess I have a question for Chris. If we're looking at receiving these dollars, because I know prior to, there was a discussion with funding, that's why -- that was the argument with stopping the Wave route at Sistrunk. But if we're looking at getting dollars, are we looking at expanding that route, which would cure the problem of the ridership?

CHRIS WREN: Yeah, I'd like to answer. Two answers to your question. Both comments. First the TMA trolley and the Wave, I believe are -- could be characterized as apples and oranges. The Wave will have designated stops, it will have real-time information that will explain when a vehicle is coming, when the connections either to Sistrunk or any other -- other connections, Tri-Rail and other places, it will indicate that. It will be on a seven and a half minute headway. It will be managed, I would just sort of say, entirely differently.

The current TMA route is actually not the same route. It does not touch all the people generators, such as the hospital. It does touch the BCT terminal and the courthouse, but it is not the same route.

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So -- and I know you have a busy agenda today, and we would like to provide this detailed information to be encountered on our many, many, many, many public outreach meetings, and we believe we have the answer to that. The answer to Commissioner DuBose's question is we needed to keep the project at 150,000,000. It has been reduced a little, and I think we can discuss what other funding and extensions. The DDA did not want to be presumptuous of which extensions. We think that's the viable extension, the Tri-Rail is a viable extension, the beach is a viable extension, and others. And I think we need to go through that as a process together as a community.

But, as we've seen in all the cities that had projects similar, of the many things that are successful, the community understands that when they have a chance to kick the wheels of these vehicles and find out how modern and convenient it is to move you around, and they expand incrementally and concentrically throughout the community.

So it is a process that would that is able to go that way or this way. I think we all need to sit together and decide where those extensions will be. In my opinion, in working with every level of government on this project, from Washington down here, we'll get the funds if the community is -- has a consensus and supports all those extensions.

MAYOR RITTER: Thank you.

COMMISSIONER ROGERS: Knowing -- knowing that the funding is going to drive everything, just piggybacking on Chris and Charlotte a little bit, the Wave works if we've got the FEC. I think that's a no-brainer and the public understands that.

And speaking from the general public and 60 days on this job, I think we've got to be -- we've got to be sensitive to that. And -- and parochial, since District 4, South Andrews, is in my district, and South Andrews District is just going to take off if those two things come together. So I think it's worth the fight, knowing that the dollars are going to drive the whole thing. And it's certainly a

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regional issue, the FEC track is certainly regional, it goes beyond Broward County.

MAYOR RITTER: Thank you. All right.

COMMISSIONER EGGELETTION: Mayor?

MAYOR RITTER: Joe.

COMMISSIONER EGGELETTION: Let me hit three points on that. One, first of all, the most successful system I have seen similar to what Fort Lauderdale is trying to do was unveiled in Houston a few years ago, and they had a similar situation with their trolley, very low ridership. They unveiled it, it came to the largest employment center in Houston, which is the hospital that was built by the State of Texas that employ about 16,000 people in that one hospital. Very successful system today. Extremely successful. Very modern. Light rail system very much what you're trying to do here in Fort Lauderdale.

The other issue that I -- that I have with that is, I'm wondering how a system like this is going to succeed, or any rail system in Florida is going to succeed when it gets back to the chairman of the committee, and they realize that you have no dedicated funding for any rail system in Florida. It's just not going to fare well based on the way the federal guidelines are being developed today. I'm telling you. That's the first thing they're going to look at.

And the third thing that I want bring out here is when we originally agreed to that, I think the Board here agreed to -- to pay for the operating cost. My question that I have today, if we don't have the operating cost to deal with Tri-Rail, given the state of the economy -- and I don't want to sound like I'm against the Wave; I'm supportive of it. But I have to ask a realistic question, and that is does this Board have the will power today to pay for the -- what's going to be an escalating operating cost of a downtown people mover system, i.e., the Wave, without any dedicated funding source to augment that? That's -- that will be, I think, a question that we have to answer, given our response to Tri-Rail. And it has to be realistic. And it's real for me going through the exercise that we're going through with our budget today. We agreed to this.

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I'm supportive of it. But I really have to ask ourselves here in Broward County, if there's no dedicated funding source, is this a realistic goal of this Board of County Commissioners to move forward on this issue?

COMMISSIONER LIEBERMAN: And, Joe, the other part to what you said, which is why I think Bobby is on the mark when he talks about Progresso, I'm not sure that that should be a spur versus a main focus. Because what made the system work in Texas was they started with people centers, population centers as opposed to simply drawing a route. And if you look at the current route, the Progresso area isn't -- it's an extension, it's not part of the proposed pilot. And so when I talk about it could be a route problem, to me, there's a couple of generators. One is Progresso. The other is the hospital district. And so that's why you probably want to take a look at that route.

INTERNATIONAL AIRPORT ISSUES

MAYOR RITTER: Thank you. Next, some of you might have heard that we have a proposal to expand the South Runway at Fort Lauderdale/Hollywood International Airport. We have been talking about it a lot.

MAYOR SEILER: Is that Executive Airport, or Fort Lauderdale?

MAYOR RITTER: Are you expanding the runway at Executive?

UNIDENTIFIED SPEAKER: (Inaudible)

MAYOR RITTER: We have had an opportunity as the Broward County Board of County Commissioners to discuss it many times, but we haven't had the opportunity discuss it with you all.

So, you know, we -- we have -- our policy is the South Runway is being expanded, and we were wondering if you were supportive of that in concept or if we could work on that together.

MAYOR SEILER: It's Commissioner Roger's district. Do you want to comment?

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COMMISSIONER ROGERS: Sure. Again, in the interest of full disclosure, when I was chair of the chamber, this was a big issue and I spoke in favor of it. And as Commissioner for District 4, I am still in favor of it. The South Runway is certainly acceptable and needed and it's going to be a big generator, we believe, in the long run -- I believe, in the long run, for this community.

MAYOR RITTER: Mayor?

MAYOR SEILER: Does any other Commissioner want to --

MAYOR RITTER: No.

MAYOR SEILER: The only thing I would add is I think, you know, there are two economic engines that we share. And you've got the Hollywood -- Fort Lauderdale/Hollywood seaport, if you will, Port Everglades, and you've got the airport. Those are great economic engines here in the community, and I think we need to make sure that they remain economic engines for years to come.

And so, hearing from the Commissioner from the district down there, I would concur with his comments that we have got to proceed with making sure Fort Lauderdale/Hollywood Airport remains a successful airport, remains an airport that can keep at full capacity.

COMMISSIONER ROGERS: And the only proviso I would make there, I know there's numerous federal programs that are available when we have to shift the landings and the take offs to another runway, while all that is done. And I would just ask the county to help us, as District 4, to both qualify and to implement those federal programs for mitigation -- mediation of some of the problems. Because I know that is an issue in the southwest section and it will remain so. You know, there are always the problems that come up when you change anything, and I would just ask this Commission to be sensitive to that and help us through that.

MAYOR RITTER: John.

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COMMISSIONER JOHN RODSTROM: I think you raise a good point. It is an economic engine, and the reason it's been so successful, in my opinion, is the fact we've attracted these discount airlines that people just love to be able to have these cheap fares. And I guess my greatest concern is when you spend a billion and a half dollars and you don't get any incremental revenue from that expenditure, what does your business model look like, and what do you have to do to landing fees, and will you still keep those discount airlines here, and what will the cost of the ticket be. And so I'm really anxious and looking forward to that economic feasibility study that validates the reason why we should spend this billion and a half dollars.

MAYOR RITTER: Okay. Thank you.

Charlotte?

COMMISSIONER CHARLOTTE RODSTROM: We will look forward to that, too.

MAYOR RITTER: Okay. Thank you. The next -- any - are there any other airport issues that you want to discuss?

UNIDENTIFIED SPEAKER: I think --

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR SEILER: -- I think we're going to talk about that.

VICE MAYOR ROBERTS: Executive airport.

MAYOR SEILER: Well --

MAYOR RITTER: No, we don't want to talk about executive.

MAYOR SEILER: No, that's all right.

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PORT EVERGLADES

ISSUE 1 - EISENHOWER DRIVE

MAYOR RITTER: Okay. Moving on. All right. The next item on the agenda is Port Everglades. And when Jack and I sat down each other and with our staff several weeks ago, we had a discussion about the BSO checkpoint off of 17th Street to get to the Convention Center, and how difficult it is when you are going to the Convention Center and you have to go through that security at that checkpoint, and it can back up significantly when there are major events, which is a hindrance to those who are attending conferences at the Convention Center, as well as residents who want to get in there.

So we talked about moving -- trying to get an agreement to move the gate on the short-term basis for the upcoming Super Bowl, which is I think February of next year, early February of next year. Broward County is the media --

MAYOR SEILER: Headquarters.

MAYOR RITTER: -- headquarters for the Super Bowl. Most of the media will be staying here, if not all, and there'll be some events at the Convention Center which will create a lot of traffic. So our -- and we were hoping that we could get the support of actually both boards to encourage the Sheriff or, you know, BSO in general to agree to move that for the short-term basis as we go through the upcoming NFL season and the Super Bowl.

MAYOR SEILER: Bertha, did you have something on that?

BERTHA HENRY, COUNTY ADMINISTRATOR: Yes. There are two -- there are two issues for the short-term for the Super Bowl. We are working with our partners, which include the Coast Guard, as well as FDLE and others, to come up with that short-term plan to do that. And everyone's committed to make that happen.

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And if it's really successful, in the event there are other major events, we'll be able to replicate it. But the long-term solution to that is the bypass road which we have committed to work with the City to get implemented.

So we have a short-term fix, and then hopefully a long-term fix.

MAYOR SEILER: George, do you want to comment on that road, the bypass, where we are on that?

GEORGE GRETSAS, CITY MANAGER: Yeah, I think the issue was the traffic, and some concerns the Law Department had on the DRI issue. We believe that the road bypass will address those issues and give us the ability to work with the County on the hotel project, if that is their desire to go forward with that project, and some of the other issues the Convention Center needs. So the bypass -- and whether it's a bypass or some other cheaper solution, we're not really concerned with as much as we are making sure that the traffic can get through. And so we're on board with that.

MAYOR RITTER: Any comments?

Charlotte.

COMMISSIONER CHARLOTTE RODSTROM: The funding source for the bypass or the overpass would be coming from where?

MS. HENRY: Right now, we are looking at both stimulus money, state money, we're looking for grants to fund a portion of that. But in addition, because there's a component of that that helps with the port, so we are looking at Port Everglades funding as well as funding from the convention center to do that.

So if there's -- right now we estimate the project to be in the neighborhood of about 20,000,000. So whatever grants we're able to get, that's great, and anything above, that we'll split in half.

MAYOR SEILER: Let me just comment just briefly on moving the gates issue so people understand. It says here for special events, because it came up as a

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result of Super Bowl discussions. We have the Pro Bowl here, just before the Super Bowl. Obviously, we have the Orange Bowl and other significant conventions that come. So I think this is just more than a Super Bowl issue, but the Super Bowl kind of brought it -- put the spotlight on it that we need to move that gate.

COMMISSIONER CHARLOTTE RODSTROM: My question is, where are we moving it to? In other words (inaudible) --

UNIDENTIFIED SPEAKER: Pushing it beyond --

UNIDENTIFIED SPEAKER: -- moving it back?

UNIDENTIFIED SPEAKER: Yeah.

MAYOR RITTER: Right. So that you can get to the Convention Center without having to go through --

COMMISSIONER CHARLOTTE RODSTROM: (Inaudible) staffing situation.

MAYOR RITTER: Right. Right.

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR RITTER: You'll still have to go through security to get into the port.

UNIDENTIFIED SPEAKER: Oh, okay. Good.

MAYOR RITTER: There will still be a checkpoint there, but moving it --

COMMISSIONER CHARLOTTE RODSTROM: Further --

MAYOR RITTER: -- further south. South.

Joe?

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COMMISSIONER EGGELETION: What was the -- what was the initial cost? I think they're, what, about ten -- who would know? Mr. Allen, or you, Ms. Henry? What's the initial cost of those gates?

MS. HENRY: I don't recall. Mr. Allen, are you here?

COMMISSIONER EGGELETION: Is it 10, \$15,000,000 a pop?

MR. ALLEN: I'm sorry?

COMMISSIONER EGGELETION: Those gates.

MS. HENRY: Those gates.

COMMISSIONER EGGELETION: The initial cost.

MR. ALLEN: I can't --

MAYOR RITTER: The checkpoints.

MR. ALLEN: -- separate this --

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: The checkpoint.

MR. ALLEN: -- out. It was part of the overall \$40,000,000 investment in the infrastructure.

COMMISSIONER EGGELETION: And we put in what --

MR. ALLEN: I can't separate the gates.

COMMISSIONER EGGELETION: So we put three in, right? Is that correct?

MR. ALLEN: There are -- there are basically three main gates, right.

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COMMISSIONER EGGELETION: As a part of the 40,000,000 --

MR. ALLEN: Right.

COMMISSIONER EGGELETION: -- that you got for the security.

MR. ALLEN: But there was that was lot a lot of other infrastructure, too. Cameras --

COMMISSIONER EGGELETION: Okay.

MR. ALLEN: -- fiberoptics, et cetera.

COMMISSIONER EGGELETION: You know, Mayor Seiler, you and Mayor Ritter are on the Super Bowl Committee. What type of security are they saying for the media that they're going to need? I'm just wondering whether or not -- I know - - I know year before last down in Miami Beach there was heavy security in the parking lot area. You could not even get into the parking lot in Miami-Dade without the proper credentials, let alone the Convention Center.

So I guess I'm concerned here if you move the gate, whether or not you are going to have to set up a different type of security just to get into the parking garage for the Convention Center?

MS. HENRY: If I might add, yes, they -- to clarify, they're not looking to physically move the gate at the moment. So the gate will physically be there until such time as we've worked through all the issues with the bypass road. They are looking to do -- move, on a temporary basis, the checkpoint. And there will be other security related issues that they're currently discussing, but I'm sure they are not going to have a public discussion about it.

UNIDENTIFIED SPEAKER: There will be an NFL security --

MS. HENRY: Security.

UNIDENTIFIED SPEAKER: Yeah, that's right.

DT/LR/DH/PL
05/19/09
12:00 P.M.

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COMMISSIONER EGGELLETON: The NFL is going to pay for security?

UNIDENTIFIED SPEAKER: No. There will be an NFL security background check done on the media that will be utilizing the Convention Center. BSO will be working with the NFL for that security pass system.

COMMISSIONER EGGELLETON: Well --

MS. HENRY: But you are correct, they are very protective --

COMMISSIONER EGGELLETON: -- it's my experience that a lot of public -- you know, the media is more than just the media. You know, they have all kinds of things that -- that goes on at that media center, where members of the general public are invited to, and they actually come to it. And, you know, checkpoint, I could understand. Gates I could understand. But I'm just wondering whether or not it's counter-productive to do that at this point. I agree it needs to be moved. Don't get me wrong, but -- and I guess you all are working that, so you all have a better idea.

All right. Let me just stop talking about it.

MAYOR RITTER: Okay. Thank you. Any other comments?

COMMISSIONER WEXLER: Yeah.

MAYOR RITTER: Oh, Lois, I'm sorry.

COMMISSIONER WEXLER: Yeah, we've been talking about this for a number of years now, carving out the Convention Center and how to maintain security there so that people can -- I mean, that's not the only event. It's a wonderful event for our community, it brings in millions and millions of dollars, but we have stacking problems with people getting into the Convention Center --

UNIDENTIFIED SPEAKER: All the time.

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COMMISSIONER WEXLER: -- quite often. Quite often. So indeed it's an issue, and it backs up on 17th Street, and sometimes, if you're really unlucky, all the way to US-1. So it's a nightmare.

What are we doing? I mean, isn't there -- wasn't there a whole plan that we had in place? Because even if the security checkpoint is moved further toward the port, so that you are having those that actually go into the port, but once you get into the parking garage, you can -- excuse my expression -- you can almost spit onto a ship. That, I am sure, is of concern to the Coast Guard and the FDLE. And I remember them wanting us to do some type of a barrier wall at our cost. And so where are we? That's years ago that we had this discussion. At least two.

MR. ALLEN: The -- what you're recalling Commissioner, is during the discussion of the port master plan, which was adopted in early 2008, as well as the convention center master plan and the carve-out, that was developed -- that concept was developed. We are continuing to work that concept. We basically are at a concept phase at this point in time, working with BSO and the other partners, at which point in time, then we'll be getting with the City.

We're also doing traffic analysis as to how much a relief will come off of 17th Street and US-1 as part of the bypass project.

COMMISSIONER WEXLER: But we have an immediate concern. And our immediate concern is immediate relief for 17th Street. And you all know how government operates. It's going to be years more until we have closure on probably anything -- I'm going to be long gone before there's any closure on this list. All right? Realistically.

So how with can we make life better in the short term? And that, Mayors, Mayors Ritter and Seiler, that's what I would like to see us do. I don't want to belabor it here, but I hope that periodically -- I'm going to define that every 30 to 60 days -- both of these bodies are given a written update as to the progress made toward keeping safety paramount, but making sure that the Convention Center is more accessible to the public.

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MAYOR RITTER: Thank you.

ISSUE 2 - NORTHPORT DEVELOPMENT OF REGIONAL IMPACT/CONVENTION CENTER HOTEL/OFFICE BUILDING

MAYOR SEILER: The next one, let me just on this Hotel Convention Center issue involving the DRI and all this -- George do you want to comment briefly on this to start?

MR. GRETSAS: Sure. Again, the City Attorney's analysis on a lot of these port issues is that there's some probably a laundry list of DRI issues, and some of that gets in the way of our analysis of the Convention Center Hotel issue and also Northport development project that's before us.

And so what would be helpful on what we'd consider, and Terminal 4, as well, what would be helpful for us would be if we can get some agreement for the City and the County staff to be working together to identify the laundry list of issues, and figure out how we can work out those -- which ones we agree with and which ones we don't, and try at least to resolve the ones that -- as many as we can, so that will pave the way for some of these other issues that we have before us, the larger projects.

MAYOR SEILER: And the only thing I would add to that, too, is we -- we've got the Northport project that has been submitted at the City of Fort Lauderdale back during in March, Harry? Is it --

HARRY STEWART, CITY ATTORNEY: Yes.

MAYOR SEILER: March. We're -- we need to somehow coordinate our efforts between the two bodies moving forward. We seem to not know what's going on with your Convention Center Hotel. Maybe that's a bigger issue here than we can tackle in an afternoon, but it seems to be that --

COMMISSIONER EGELLETON: We don't either, Jack.

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(Laughter.)

MAYOR SEILER: You know, we -- I think we all agree, we need a Convention Center Hotel down there, and we need to see that moving forward. I know it's been stalled for various reasons at this level, but as we go forward, we've got projects in and around there that need to move forward also. And I think some of those may be getting delayed because of what's going on with the Convention Center. And you mentioned Terminal 4, also.

So if we could try to coordinate our efforts and then maybe get updates -- is there an update on the Convention Center Hotel in terms of where you are?

MAYOR RITTER: Not today. But I believe that we will have an issue on an agenda before we break.

MS. HENRY: Yes. It'll be a -- we are planning for a discussion during our budget workshops in general -- on capital.

COMMISSIONER ROGERS: Just to follow up on that a little bit, as Jack said, that the Northport is coming before us. So I do think that's important, obviously, for my district on 17th Street and for the whole city in terms of here is an economic engine that we're -- we're all worried about keeping running and expanding, and they have a plan to do that.

But it doesn't -- it doesn't really fit unless we know the big picture. So I think it's important that we get that sooner than later, if it's possible.

MAYOR RITTER: We think that's important, too. I think we would all agree with that.

I'm sorry, Bruce.

VICE MAYOR ROBERTS: Real quickly. George and, I guess, Bertha, just asked for direction, and I'm assuming it's a no-brainer, really. But I think that we should agree to give him that direction he's asking for to work together on ironing out the differences in those projects, and to keep, I guess, both boards apprised of

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those -- of the progress, and have the reports come through their liaison set up, is what I'm asking.

They asked for direction, and I just want to conclude it and say, yes, you got it.

MAYOR RITTER: Yeah, I don't think we would disagree that we would also like those updates and continue to know.

One of the reasons we put it on the agenda -- well, obviously, it's a big issue for us, as well as for the City of Fort Lauderdale, and the Convention Center is in the City of Fort Lauderdale, but certainly since I have been here, since Ken and I have been here, and probably long before that, we didn't get a whole lot of communication from elected officials from the City of Fort Lauderdale as it relates to some of the bigger projects that we were proposing here. And I don't mean any disrespect to the senior member of the Commission. Commissioner Rodstrom, it's not you I'm talking about.

So we were just -- I think one of the reasons we put it on was because we were wondering if the Commission is -- generally speaking, is supportive of a hotel being in the Convention Center. We hadn't gotten any communication from, you know, your head guy in the past, certainly since Ken and have been here. And that was really where we were hoping that we could get some idea today. And it seems that the Commissioner who represents that area is supportive of the idea of a hotel, but there are five of you, so.

COMMISSIONER ROGERS: I think the comments that I have gotten are the obvious ones. It depends on where it sits and who's paying for it, that kind of thing. But, I mean, I think it's already a fait accompli that it should be there. I think the size, the scope, and the payment is obviously the issue.

MAYOR RITTER: Charlotte?

COMMISSIONER CHARLOTTE RODSTROM: And I'm going to piggyback on Commissioner Rogers, because I think the size also could possibly impact some of the other hotels in my district that really need that business, the overflow business. So if you have something that's too large, the overflow is

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going to be right there and we won't have that in the other areas who count on -- on that for dollars, for our hoteliers to stay in business. As you know, we have a lot of new hotels on Fort Lauderdale Beach. Some of them are actually beautiful.

MAYOR RITTER: Yeah.

COMMISSIONER CHARLOTTE RODSTROM: (Inaudible.) That's okay.

They need to be filled up in order for our economic engine to keep going. So that's my concern about the size.

MAYOR RITTER: Okay.

COMMISSIONER CHARLOTTE RODSTROM: But not against the hotel.

MAYOR RITTER: Okay.

John?

COMMISSIONER JOHN RODSTROM: Given the desirability of folks wanting to develop all those four corners, and the fact that that bridge is up a minimum of -- I don't know, it opens every half-hour, so it takes ten minutes to clear and open. I mean, so, you know, as you fully develop those four corners, I mean, do you not have some concerns that, you know, you're going to ruin neighborhoods like Harbor Beach and Point of the Americas, and all those neighborhoods that won't be able to access their homes but for the fact that the bridge is always up? And the traffic is --

COMMISSIONER ROGERS: I'm not sure I -- I connect the bridge being up with the development

COMMISSIONER JOHN RODSTROM: Well --

UNIDENTIFIED SPEAKER: -- per se, but I do -- certainly the size and the scope are a huge issue.

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COMMISSIONER JOHN RODSTROM: You put a thousand rooms --

COMMISSIONER ROGERS: No doubt about it.

COMMISSIONER JOHN RODSTROM: -- there -- you put a thousand rooms there, you develop the project across the water to its maximum density, you know, you're just going to have more and more traffic.

COMMISSIONER ROGERS: You know, and -- and certainly, I'm sensitive to that. I believe the bridge goes up by schedule, is what I was --

COMMISSIONER JOHN RODSTROM: It's every half hour, I think.

COMMISSIONER ROGERS: Right.

MAYOR SEILER: The only other -- just to --

MAYOR RITTER: Lois?

COMMISSIONER WEXLER: Just of concern to me is comprehensively looking at the whole thing. Whether it be four corners, they -- you all are Fort Lauderdale. I'm west. So I -- I want to also recognize that we have had -- we've received a copy of the correspondence regarding the Portside Yachting Center and the objection that's been filed.

I just want to make sure that we take into consideration in our conversations as bodies that we are looking at the whole picture. And that we're looking at all intentions of the land use, whether it's knocking down Portside and building a smaller hotel on that property, which I have heard rumor of that, as well, whether it's adequate parking for Portside, whatever it is, I would like us, as bodies, to jointly have this conversation.

COMMISSIONER ROGERS: I appreciate you saying that, Commissioner, because I have heard the same thing, that we need to dialogue this, and we need to talk it through, because they're huge issues, and they're all integrated.

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MAYOR SEILER: And just a last comment, I think -- I think Mr. Newton and Mr. Stewart need to also communicate on these with the legal issues, as they're intertwined over there. Just -- you know, the whole -- you know, development of regional impact.

But the other thing, I think transportation is going to be a nightmare, from what I've seen. Not specifically what John referenced, but the proposals that exist with the Convention Center, sharing a road with what may be developed there on the private side on that road that runs alongside 17th Street, it's going to be very difficult. I think we really need to coordinate our efforts.

And hope -- obviously, if we're doing the bypass, that will change everything. But that doesn't appear to be happening in the near future. So we just ask for the legal departments to also work together.

MAYOR RITTER: Sue.

COMMISSIONER GUNZBURGER: Neither does the hotel seem to be happening in the near future. However, I think that we need to continue looking at the hotel. And perhaps when -- we talked about the Wave, when you talk about what you may need as an adjunct to a hotel, rather than thinking of encouraging people, whether it's 500 rooms or a thousand rooms, of having some sort of transportation system, mass transit, to get the people from the hotel that may want to go either to Las Olas and have -- to the restaurants there, or go on the beach to the places there, that may be a solution that may have to be part of the project when and if it ever gets developed.

That -- one of the things that the hoteliers have not considered when they looked at it as a competition is that we lose conventions because there is not an on-site hotel. They would rather go to places where they have it.

And secondly, there's so much spill-over from convention hotels that everyone benefits that's nearby, because if you don't get in, as those of us who go to the FAC meetings, the Florida Association of Counties, it sells out wherever we go, and we're a small convention, considering other ones like the Florida

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League of Cities. And there's spill-over work for every other hotel facility nearby. It isn't that it takes away. It brings business that never would have been there otherwise.

MAYOR RITTER: Charlotte?

COMMISSIONER CHARLOTTE RODSTROM: I just have a question. If Wave -- if we had that kind of information somewhere written down, verified, not necessarily a study, but some type of information like that, I would like to see that information as well.

The other -- the other question is and you guys have talked about this so many times before, this kind of brings us right back to the same place, if we're talking about the transportation to and from the Convention Center Hotel, or those four corners to and from Fort Lauderdale. Whatever happened to the idea about the airport and the seaport? Don't want to get into it, I guess, but, you know, transportation from the airport to the four corners, to getting it together with the Tri-Rail, to getting it together with the Wave.

You know, I mean, we have such a great future ahead of us, with all these different things that can go on in our city, that us sitting like this together and bouncing off each other, I think it's just a great thing to do, but there are so many things out there for us to be able to do to bring it all together. We're not too far away.

MAYOR SEILER: One of the things I would just add, you know, the FEC railway, we talked about it earlier, but if you look at where it runs after it leaves downtown, it runs right into our airport.

COMMISSIONER CHARLOTTE RODSTROM: Right.

MAYOR SEILER: And it's a -- it's a --

COMMISSIONER CHARLOTTE RODSTROM: And the hospital --

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MAYOR SEILER: That would kill essentially two birds with one stone, being able to do something with FEC, because we can run it to and from the airport. You leave your car downtown, and you essentially just go over to the airport and take that back and forth.

COMMISSIONER CHARLOTTE RODSTROM: And then I have one more question to Bertha. Have you ever considered -- I don't even know if this is something that we do or don't do -- but have you ever considered making that overpass a toll road to help offset it, or to apply for grants to match?

MS. HENRY: No -- we --

COMMISSIONER CHARLOTTE RODSTROM: Did you consider things like that?

MS. HENRY: -- we didn't consider that, because, obviously, one of the -- the real impetus -- the real impetus for the road, at least from the City's perspective, is to be able to get -- to allow access to your -- to the neighborhoods to their -- to their respective communities. So, no, we have not done that.

We -- our goal was to try and -- as a matter of fact, we did have state funding available to us and the state decided to sweep it. So we are going back and --

COMMISSIONER CHARLOTTE RODSTROM: Is that because we're not ready? Or is that because they just cut it?

MAYOR RITTER: No.

MS. HENRY: No, they're just -- they're just going -- they were just sweeping funds all over the place.

MAYOR SEILER: Just the state being the state.

MS. HENRY: So -- so we were -- so we had a commitment, and -- and it's not that they haven't said they wouldn't reprogram it. So that's been our goal, to get them to reprogram it, still try to go after any stimulus support that we could get, and then share.

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But I -- at this point, we believe that road is doable, and that is a part of our overall plan to address the general security concerns for the Convention Center as part of that plan.

MAYOR RITTER: Okay. There are three more items on the Agenda, which are as involved, if not more so, than the previous three. So -- and because we have a budget workshop with the Sheriff now, we're going to -- you -- let's just -- if -- maybe we should just lay out what we had talked about, and why we put them on the Agenda. And then we can --

MAYOR SEILER: Why don't I take annexation?

MAYOR RITTER: -- we can have liaisons that we have requested continue to work on those items as we move toward our next meeting, which will take place after the -- we come back from our break in the early fall.

MAYOR SEILER: Let me then just hit on these if I will --

MAYOR RITTER: Okay.

MAYOR SEILER: -- so we can kind of understand.

ANNEXATION

MAYOR SEILER: The first one is annexation. It's an issue that Commissioner Eggleston dealt with for years in Tallahassee. Mayor Ritter dealt with it. I dealt with it for eight years. I sponsored a number of annexation bills of -- of unincorporated areas that became part of Fort Lauderdale.

But there are several areas that are pockets which I think have been essentially left out there when other communities sort of cherry picked in terms of annexation. Roosevelt Gardens, Washington Park, Franklin Park, Boulevard Gardens, Broadview Park. I think from the City of Fort Lauderdale's perspective, they all could fit within the City of Fort Lauderdale, and would round out our borders, if you will, around State Road 7. And then Broadview

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Park, we're probably the largest landowner in Broadview Park, the City of Fort Lauderdale.

The reason that's on there is I would like our staff to work -- our staffs to work together and see what we can do about annexing those areas, obviously looking at the revenue neutrality of it. But if we can bring those areas into the City of Fort Lauderdale, I think it's important for these communities. Right now, there are just a few of your pockets that are left that are essentially represented by County Commissioners and not having a municipal or city government.

So those are on there for that reason. We are -- just brought it up, we were going to talk about it briefly to see if there were any objection to our staffs looking into doing this. Obviously, the fiscal impact is whole other issue, but if we can figure out a way to make this revenue neutral, would anybody have any problem with us taking those cities in? I -- I just think it's not fair to these communities to have been left out there, stranded.

COMMISSIONER CHARLOTTE RODSTROM: I just have one comment. Do you think also we can have this on a city conference agenda for us to discuss?

MAYOR SEILER: Absolutely.

COMMISSIONER CHARLOTTE RODSTROM: Bobby and I are looking at each other, chomping at the bit, that we can't talk about it because it's a Sunshine, so it's - it will be really helpful for us to get a better understanding.

MAYOR SEILER: I think the intent was to get the --

UNIDENTIFIED SPEAKERS: (Inaudible cross-talk.)

COMMISSIONER JOHN RODSTROM: You can talk about it now.

UNIDENTIFIED SPEAKERS: (Inaudible cross-talk.)

MAYOR RITTER: We are sunshine.

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MAYOR SEILER: Charlotte, I think the intent was to have staff exchange the information on the actual cost of annexation.

COMMISSIONER CHARLOTTE RODSTROM: Okay. And do that -- they do that work first.

MAYOR SEILER: And then bring it to each of our respective bodies. So if no one has a problem with that, we'll proceed with that.

NORTHWEST ISSUES

MAYOR SEILER: The second one is Northwest issues, and a number of these I know are very important to Commissioner DuBose, as well as to Commissioner Eggelation, Commissioner Rodstrom. These were put on here, one is them is the CRA update. And I'm not sure in the remaining time if we even started on the CRA, and TIFF, and all that, whether we would be able to address anything else.

But that is something we would like our staffs to communicate on. We would like to see either a new CRA on 13th Street, or some sort of revised version of that. That's the CRA issue.

I know we had the 7th and 9th connector. Lost my page here.

MAYOR RITTER: And on Northeast 6th Street -- the streetscape on Sistrunk.

MAYOR SEILER: Right. And that, I believe staff is going to -- you guys have now moved forward on that? Okay.

MR. GRETSAS: Basically, we're just looking -- we have a lot of permits that will be going through the county, and we're just looking for help in expediting that process.

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COMMISSIONER JOHN RODSTROM: (Inaudible) losing any grant money because of the slow -- the way this has sort of unfolded?

MAYOR SEILER: On the --

COMMISSIONER JOHN RODSTROM: Is all the grant money intact?

MAYOR SEILER: On the streetscape?

MR. GRETSAS: Yeah. Yes.

MAYOR RITTER: Yes.

COMMISSIONER JOHN RODSTROM: Yes, we're --

MAYOR RITTER: Yes, we are. Okay? Yes, it's intact.

UNIDENTIFIED SPEAKERS: (Inaudible cross-talk.)

UNIDENTIFIED SPEAKER: Yes, it is intact.

COMMISSIONER JOHN RODSTROM: It's intact.

MAYOR RITTER: Okay. I've got Charlotte, Bobby, and then Joe.

COMMISSIONER CHARLOTTE RODSTROM: I just have a -- intact until when? Intact for the next three weeks? Intact until June?

ALFRED BATTLE, NORTHWEST COMMUNITY REDEVELOPMENT AGENCY DIRECTOR: We are starting to execute the agreements to draw down the money.

COMMISSIONER CHARLOTTE RODSTROM: Right.

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MR. BATTLE: Some of the allocations have -- as you know, are many years past. Those are the ones that we're activating right now to make sure we don't lose those dollars.

COMMISSIONER CHARLOTTE RODSTROM: Okay.

MR. BATTLE: Once we execute those, we'll have three years to spend those.

COMMISSIONER CHARLOTTE RODSTROM: Okay.

MR. BATTLE: So the ones that we've gotten the last couple of years, we will start to execute once we get closer to the (inaudible). There's about five or six appropriations that will all be -- come to (inaudible).

COMMISSIONER CHARLOTTE RODSTROM: Okay. And -- and I -- I look at this as extremely important, because I know that this was a heated issue with the three plus or the three and two, the lane change, and the beautification. And, a matter of fact, when I was up at FDOT the other day on the assignment that you all had given me about going to find out about the turtle lights, they said, oh, while you're here. And I was like, what? And they said we have something about Sistrunk. And I kind of looked at them like --

MAYOR SEILER: Turtle lights on Sistrunk?

COMMISSIONER CHARLOTTE RODSTROM: No, I asked them about one thing, but I guess they had a captive audience, you know, with me sitting there, so they asked me another question. And they asked me about this, but the parameters of the road that they have for the grant is not the same parameters that we have. They've got a grant up there, they want to know what we're doing with from Andrews to 19th. And it's -- the deadline for that is June 30th. So I didn't know if -- they looked at me to give an answer, and I was kind of like --

MR. BATTLE: The -- the road is broken up jurisdictionally from Federal Highway to 19th Avenue for the City.

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COMMISSIONER CHARLOTTE RODSTROM: Okay.

MR. BATTLE: The remainder of that is the County Commission area, so when we apply for grants, we try to delineate the part of the grant in which the grant resources would be applicable. Andrews and 19th Street is the northwest is primarily (inaudible).

MAYOR SEILER: Mr. Battle, just introduce yourself.

MR. BATTLE: Al Battle, CRA Director, City of Fort Lauderdale.

COMMISSIONER CHARLOTTE RODSTROM: So the Andrews Avenue to -- and we can talk about this later, but I think we probably will have to have it at some point. The Andrews to 19th, that's the grant that they think is the 2-point-something million that has federal dollars, county dollars, and our dollars, and that's going to be expiring at the end of June? So I'm going to -- I should ask them to tell them to get a hold of you?

MR. BATTLE: That's right.

MAYOR RITTER: Bobby.

COMMISSIONER DUBOSE: Just in the interest of time, I'll be brief. These remaining items are very important in my district and Charlotte's district --

COMMISSIONER GUNZBURGER: And mine.

COMMISSIONER DUBOSE: -- and your district, as well, Joe.

But I will make some light comments. Regarding an extension, I want to us work together with that. I know in the past the city and the county has -- weren't together on this, and there have been some concerns that have come out in regards to -- and probably Chief Roberts will weigh in on this -- with regards to our police and different issues like that.

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So I want to say that now while we're together.

Regarding the CRA expansion, the community in our particular districts have weighed in heavily in regards to the way they feel in regards to the CRA. So, I know we don't have time to get into it. As Jack said, we would like -- we would love -- love it if there were possibly a new CRA. That would just be an easier route on our end.

But I just wanted to let you know that these issues are very important, although I haven't had the time to really get into them. And hopefully we can revisit this. Staff work together.

Regarding the Sistrunk enhancement project, I don't know exactly where we are, but hopefully we have a partnership. I understood we were waiting on permitting and stuff like that. And if we can expedite that and we can see some type of movement or -- because, as Charlotte stated, it was a very heated discussion in the community regarding the lanes. But the community is still anxious to see something materialize after that lengthy debate.

MAYOR RITTER: And we know they are important. That's why -- that's why they're on the agenda.

COMMISSIONER JOHN RODSTROM: That is why the county put in two and a half million dollars for that project, the importance it saw with rejuvenating that area.

COMMISSIONER EGGELLETON: Mayor?

MAYOR RITTER: And we had --

COMMISSIONER JOHN RODSTROM: I'm sorry. I didn't mean to interrupt you.

MAYOR RITTER: No, no. We had had the conversation two weeks ago, and our staff -- both city and county staff have already been talking about this over the past two weeks, and I'm sure that when -- when we adjourn, Mr. Gretsas can give you guys an update on that.

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But in the interest of time, we're going to have to -- oh.

Joe.

COMMISSIONER EGELLETON: Yeah, I -- I just want to piggyback off of something Commissioner DuBose pointed out. And let me just say, we here at the Board of County Commissioners, at the behest of the residents of that area north of South Middle River Terrace and South Middle River homeowners associations expanded the boundaries of the CRA. It was clearly my intent, and I communicated very well with the County Administrator, that I was very supportive of that, but with no TIFF.

We did so only to find out that they had a different goal. And their goal was to move the current dollars in the CRA south of Sunrise Boulevard to that area.

I can't speak for my colleagues, but I will tell you I'm very disappointed in that, and I'm very extremely opposed to it. The area in and around from Sunrise Boulevard south to Broward Boulevard is one of the most impoverished areas in the City of Fort Lauderdale. Not to say that the other area doesn't need help. It does. I represent that area, as well.

But I will tell you that I think that the City of Fort Lauderdale needs to do everything it can to improve and stabilize that community, and it needs to begin first with making sure that that community is a safe community, meaning, you know, police protection in that community, I think is a must. You have to remove the disincentives that exist in that area before businesses are going to want to relocate in there. And there are a lot of disincentives in there.

So I see your police chief here and your former police chief, and I believe that Commissioner DuBose supports a very strong law enforcement presence in that area. I know I do. And I believe that -- that's one of the things -- I don't know if you can use CRA money to do that, but I think you need to really go in there and run those folk out of there that is committing all that crime, so you can stabilize that community, so it can be redeveloped in the appropriate and proper fashion.

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MAYOR RITTER: Okay. Thank you. We have got to move on. We have about 30 uniformed people out there who are getting very irate --

VICE MAYOR KEECHL: That's not a good thing, Mayor.

MAYOR RITTER: -- that we are running late.

VICE MAYOR ROBERTS: Not to worry, not to worry.

MAYOR RITTER: Okay. Thank you. Commissioner Roberts, why don't you go outside and tell them --

(Laughter.)

MAYOR RITTER: And finally, Ken, just quickly on the sand bypass and beach renourishment.

BEACH ISSUES

VICE MAYOR KEECHL: Yeah, I'll do it in 30 seconds Mayor.

And I think that we all agree this is one of our most important issues. The renourishment plan segment two, which affects Fort Lauderdale, and segment one north of that, is going forward. It has slowed down because of the previous segment three 18 month environmental review. But I -- I have monthly meetings with Ms. Henry and our staff with regard to what is going on. The money is there. It's just a matter of-- the permit has been extended. It's just a matter, right, Ms. Henry --

MS. HENRY: Yes. We're requesting the extension.

VICE-MAYOR KEECHL: You got it.

With regard to the sand bypass, we -- there -- I'm sure there is a difference of opinion on the Board with regard to this, and we are still talking about it. We

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have received the previous resolution from the City of Fort Lauderdale in opposition.

It's -- in my opinion -- and I'm going shut up after this and let Commissioner Gunzburger say something -- it's not a done deal. And there are a number of issues that are outstanding and I've been talking with staff about that as well. Not a done deal whether it's a yes or no.

So that's the status of that, Mayor Ritter.

MAYOR RITTER: Sue.

COMMISSIONER GUNZBURGER: And I will be brief because I'm sure you would understand.

This is critical to my district. The county, the state, and the feds put a lot of money into renourishing the beaches in our area, and you should come and visit them and see that there isn't beaches in most of the area because of what -- of the make up of Port Everglades.

We do not believe that putting in the sand bypass that has been passed by the Army Corps of Engineers, et cetera, is going to take away or damage the nearest buildings in Fort. Lauderdale. We know that's a concern. But believe me, there is nothing that will be done that's going to crack the foundations of the building that has, I think, all of Hollywood's sand sitting on its beach, and we would like to get some of it back for the many areas that now have absolutely no beach front whatsoever.

And I think we will find a way that everyone -- it will be a win-win for both Fort Lauderdale, Dania Beach, and Hollywood.

MAYOR RITTER: Thank you.

COMMISSIONER GUNZBURGER: That's all I have to say.

MAYOR SEILER: Just on that issue, I think the City of Fort Lauderdale has previously

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taken a position, the Commission. I don't believe that position has changed, so.

COMMISSIONER GUNZBURGER: I understand.

MAYOR RITTER: You want to make some closing comments?

MAYOR SEILER: No, just because of the time constraints. One, I just want to thank all the County Commissioners, Vice Mayor, and Mayor for giving us this opportunity. I know we've got a number of issues we're going to continue to address. I'm very encouraged to see the cooperation of our city management and county management, as well as the staff.

The only thing I would ask, I know we were going to designate liaisons. Are you prepared to do that today?

MS. HENRY: Yes, from my office, Monica Sapiro.

MAYOR SEILER: So Monica will be working with the City of Fort Lauderdale as a conduit. George, you want to comment on that?

MR. GRETSAS: It'll be Ted Lawson.

MAYOR RITTER: Great.

MAYOR SEILER: So we've got two high level members of each governing body that will then be coordinating their efforts.

And, again, just, Stacy, thank you. I think, as I said at the start of this, the real winner of this meeting is going to be the public. And the public is going to have a chance to see their governing bodies working together.

In particular, I would like to see us continue to focus on downtown issues. We need downtown to be successful. We need to bring density down there. We need to bring mass transit down there. We need to have good development and redevelopment. And I think with this cooperation with the county we're

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going to all move forward and just make this a better place to live and to work.

So we appreciate -- on behalf of the City of Ft. Lauderdale, we appreciate this opportunity today.

MAYOR RITTER: Thank you. Also on behalf of the Broward County Board of County Commissioners, thank you. What a great turnout we had. We had everybody -- Commissioner Jacobs is in -- is in DC. That's the only reason she's not here. But we had every member of every -- of both oards here, the City Attorney, the City Manager, the County Administrator. It was a great turnout, all of you, who apparently are interested in these issues.

We're going to do this again, hopefully in September. We'll come back, we'll have further discussions and updates on what was the agenda. And if there's anything additional we need to put -- we recognize that there are other issues that we did not talk about. Some marine industry issues related to the port, for example, which we just did not have a chance to get to today, which we will hope to do as we -- as we go through this process, and have our second meeting.

And thank you all very much for attending. Appreciate it, Jack. Thank you very much.

MAYOR SEILER: Thank you.

(THE MEETING ADJOURNED AT 1:10 P.M.)

(THIS IS NOT A VERBATIM TRANSCRIPTION OF THE MINUTES.)

**DT/LR/DH/PL
05/19/09
12:00 P.M.**