

Summary of Discussion
Broward County Charter Review Commission
Transportation Subcommittee Meeting
Thursday, May 17, 2007- 10:00 am - 11:30 am
115 S. Andrews Avenue, Rm. 329F
Fort Lauderdale, FL 33301

Members Present:

Michael Buckner, Esq., Chair
Ted Mena, Vice Chair
David Esack
H.K."Petey" Kaletta
Jodi Jeffreys-Tanner

Members Absent:

Bruce Rogow, Esq.

Others Attending:

Phil Allen, Director, Broward County Port Everglades Department
Devin Avery, Broward County Office of Economic Development
Daniel Anditton, Broward County Port Everglades Department
Roger Del Rio, Director, Metropolitan Planning Organization
Chedley Etienne, Administrative Assistant, CRC
Yolanda Grooms, Administrative Specialist, CRC
Maria Gross, Assistant Director, CRC
Dan Glickman
Phyllis A. King, Transcriber, PKING Consulting, Inc.
Ms. Lisa Vondrak, News-Abstracts.com

(A copy of the sign-in sheets identifying those present is filed with the supplemental papers to the summary of this Subcommittee Meeting.)

A meeting of the Broward County Charter Review Transportation Subcommittee "Committee, Subcommittee, or TSC", was held at 10:00 a.m. on Thursday, May 17, 2007 at the Broward County Governmental Center Annex – Room 329F, Fort Lauderdale, FL.

I. Call to Order/Roll Call

The Chair Michael Buckner in the presence of a quorum called the meeting to order at 10:06 a.m. and requested the roll call by Phyllis A. King, PKING Consulting, Inc. Upon completion of the roll, the Chair opened the floor to discussion of the Approval of the Summary of Discussion.

II. Approval of Summary of Discussion of May 3, 2007 Subcommittee Meeting

The Chair opened the floor for change/revision requests to the Summary of Discussion.

Ms. Tanner MOTIONED to accept the May 3, 2007 Summary of Discussion, the Chair requested minor corrections to Page 3:4 (change “LRP” to “LRTP”) and Page 4:3 (change “three MPOs” to “three - Dade, Broward and Palm Beach MPOs”). Revisions were accepted; the motion was seconded by Ms. Kaletta, and passed unanimously.

The Chair welcomed Mr. Phil Allen as today's presenter.

III. Presentation – Phil Allen, Director, Broward County Port Everglades Department

Mr. Allen provided a handout of his presentation to the dais which is filed with the supplemental papers to this Summary of Discussion.

About Port Everglades – An overview of the Port, its budget, status and economic impact to and within Broward County.

Mr. Allen advised the TSC that the subject of his briefing on Port Everglades is to advise the TSC of where the Port is today, and where it plans to be in the future. He advised that the primary emphasis of Port Everglades is to maximize the economic benefits to the citizens and businesses of Broward County and the State of Florida in a financially responsible, environmentally sound manner; in a way that meets all Federal, State and Local Laws governing international trade. Mr. Allen stated that this is where the Board sees the Port and its primary role in Broward County.

Mr. Allen advised that the Port is a Department in Broward County with a self-supporting enterprise fund (i.e., all revenue comes from Port users). He stated that there are no ad-valorem or any other taxes, however he advised that the Port does apply for City, State and Federal Grants, which some argue are taxpayer funds. Mr. Allen explained that the Port owns

the land and much of the equipment, and leases it to private operators, shipping lines, and stevedore companies that handle the cargo. He advised that much of the Port is privately owned by Oil Terminals on privately owned land, but has pipes that run to the Port docks where tankers are offloaded.

Diversity of Port Traffic – An overview of Petroleum, Cruise Lines, Containerized Cargo, Other Cargo and Port Everglades as a Liberty Port to the United States Navy.

Ship Call Statistics – A listing of the number of ship arrivals, departures and average daily movements.

Economic Impact on Broward County and the Surrounding Region – A synopsis of Port Business and its affect on direct and indirect jobs, business activity, personal income and Local Taxes.

FY2007 Port Approved Operating Expenses Budget - an expense distribution graph and corresponding data sheet reflecting the distribution of \$81,412,320 operating budget.

1998–2006 Port Everglades Department Comparative Revenue and Expense – A snapshot graph of Operating Revenue vs. Expenses reflecting a spike in 'FY'2004 for a lease termination settlement of \$8.4 million.

Container Cargo – A discussion of Port Everglades Ranking at #12 out of the Top 20 US Container Ports as well as Cargo Trade Lines. He also advised that trade with China is below level, but is expected to increase ahead of Miami in the coming year.

Counties Served by Petroleum Products moving through Port Everglades / Product Distribution and US Supply Origins – A diagram of the Southern Region of Florida broken down by percentage served, and Counties at 100% served with expanded distributions to 12 to 13 other Counties.

Foreign Petroleum Imports by Major Region – An Origin / Destination snapshot of foreign Ports-of-Call.

Foreign Trade Zones (FTZ) – An overview of how FTZ also contribute to the economic growth of Broward County and the benefits and usage of Subzones. Port Everglades operates the largest Foreign Trade Zone in Florida.

Transportation Arteries connecting the Port to the US – an overview of how direct access to I-595 and I-95 are beneficial.

Port Everglades Masterplan Update – an overview of the Master Plan Interfaces, needs and goals to improve the Port, Cruise Services and Airport Connectivity (Intermodal center and People Mover), FLL-HWD International Airport, Florida East Coast Railway, Army Corp of Engineers Dredging Program and the Convention Center “Carve Out” and the effects of Master plan Implementation.

Port Everglades Master Plan Update Assessments and Forecast “Where we are going” – an overview of needs projections through the year 2026, which includes a Container forecast, passenger projections, evolution of cruise vessels, petroleum throughout the year 2020, results of a market based needs assessment for build- out through year 2026, and a 20 Year Vision Plan.

As a summary to Mr. Allen’s presentation, he provided the dais with an overview of the **Positive Outlook for Port Everglades** which included maintaining profitability through FY2007, expected container growth above 1 million tons in 2008, increased cruise passenger traffic, updating the 2020 Vision Master Plan, and making environmental protection, maintenance and enhancements an important component of Port Everglades’ future development.

Presentation Questions and Answers

The Chair asked Mr. Allen where Port Everglades ranks in the scheme of US Ports. Mr. Allen responded that the number 1 Port is the Port of Miami, Port Canaveral is No. 2 and Port Everglades ranks No. 3; .he advised that Port Everglades switches back and forth between 2nd and 3rd. Kaletta questioned if this was for the entire United States or for the world. Mr. Allen replied that it is indeed a World ranking.

During the economic impact overview, Mr. Allen explained that prior to 911 Port Everglades was spending approximately \$4 to \$5 million per year in security costs which is now at nearly \$20 million in 2006. Mr. Mena asked Mr. Allen where security funds derive. Mr. Allen responded

that profits were reduced and expenses were paid for by Port Users. He advised that Broward Sheriff Office (BSO) is the contracted agency, and full cost of the service is paid by Port Everglades. He stated, in fact, that Port Everglades reimburses the County General Fund for the security costs. Mr. Mena asked if the Port pays the County. Mr. Allen responded that the Port does pay indirect costs, and shares certain costs with County Government, such as overhead budgets, finance and purchasing and other divisions where the Port is accessing County services. Mr. Allen advised that the Port takes great pride in the fact that it is self-supporting; he added however, that being self-supporting provides both opportunities and challenges. He advised that some Ports receive a significant amount of their revenue from State government. He advised that the State of Florida has funded certain types of projects but they have not funded Port Everglades to the extent of other larger Ports on the East Coast.

The Chair asked Mr. Allen what types of advantage Port Everglades has over the Port of Miami. Mr. Allen responded that Port Everglades' advantage is location as we are fortunate to be in the middle of a major transportation hub. He advised that Miami traffic is impacting them tremendously. He informed the dais that the Port of Miami is currently proposing the diversion of traffic through a tunnel via a \$1.5 Billion project. He advised that this is causing major dislocation of container operations out of Port of Miami to Port Everglades.

Ms. Kaletta inquired as to how Cruise Ships are impacted. Mr. Allen advised that because of Port Everglades' unique location, (next to Fort Lauderdale-Hollywood International Airport ,FLL), our airport carries the majority of passengers who cruise from the Port of Miami because of our low-cost airport, as well as being a Domestic Market vs. Miami which is an International Market.

Mr. Mena asked if China imports are basically oil; he also asked Mr. Allen to comment on Ethanol imports. Mr. Allen responded that China's imports are primarily oil and advised that Ethanol is a current product of concern for the Port. He advised that it has not been a major commodity and Florida has no current requirements for the use of Ethanol in blending gasoline, but this is expected to change in the future. There is currently much interest from Brazilian manufacturers who would like to bring their sugar cane based Ethanol product into Port Everglades. He advised that Brazil has expanded this market. They have a lot of unused capacity to produce more if they can find markets for it. Mr. Allen explained that the question is, should Florida mandate Ethanol production or the capability into gasoline, whether E-10 which is 10% Ethanol which can run in most vehicles today; or E-85 which is 85% Ethanol and would require new engines. He advised that most Ethanol used in the US is corn based which is not

grown in Florida. He stated that we do currently have an advantage of board capacity of bringing in Ethanol. He stated that we are also seeking Biodiesel, which is coming to the forefront. Port Everglades is handling small Biodiesel shipments from South America (Palm Oil). Biodiesel can also be produced from the grease out of McDonalds.

A discussion ensued regarding Biodiesel and South / Central American Trade.

Mr. Mena asked Mr. Allen about the storage of Ethanol at the Port. Mr. Allen advised that it could be handled to the extent that it would serve to reduce the amount of imported gasoline. Mr. Mena asked if the same storage tanks could be used. Mr. Allen replied yes, but advised that there is concern of bringing in the product to reshipe it back out, which doubles up the berth capacity requirements. He explained that if someone wanted to make biodiesel on the Port and distribute it to other places within the State of Florida, there could be a constraint. He stated that some operators have the capacity to add Ethanol to their tanks, but Ethanol he added, is a product sensitive to water intrusion; that makes it difficult to transport far distances once it has been manufactured. Mr. Allen advised that there is also a problem with taking corn into Florida which involves transporting it via roadways or trucks, because it needs to be produced close to where it would be used. He added that some of this is avoided with ship-borne commerce, but it still remains a concern.

Mr. Esack questioned Mr. Allen with regard to a FEC change of ownership. Mr. Allen advised that the company who will take the place is a financial brokerage firm who tries to improve inefficiencies and resell.

Ms. Tanner asked Mr. Allen how long the Port Study has been ongoing. Mr. Allen responded, for a period of 10 years.

Mr. Buckner inquired as to how deep the Army Corp of Engineers can dredge the Channel. Mr. Allen advised that this depends upon how much blasting is desired. Mr. Buckner asked about the cost of dredging when facing a hard bottom. Mr. Allen advised that the cost will be much more. He advised that Port Everglades is facing hard bottom issues on the 54' depth through the outer Channel, that will impact the third reef which is basically not alive in that particular area however will require some level of blasting to get down through the hard bottom. Mr. Buckner asked if there are Cruise and/or Container ships that the Port cannot handle because of the current depth. Mr. Allen replied yes and advised that there will be more in the future. He

stated that even with the increased depths, Port Everglades will not handle the new ships coming out with 12,000 to 14,000 TEUs; Port Everglades will be geared more toward 6,000 to 7,000 TEUs.

Mr. Buckner asked if Port Everglades can handle "Next Generation Vessels". Mr. Allen advised that the Masterplan will allow the Port to handle through the 1,000 ft. range, and that the Port is now evaluating the potential of trying to attract the Genesis. Mr. Buckner asked if Mega Cruise ships are a niche that the Port wishes to get into. Mr. Allen replied yes, but advised that the Port needs 8 to 10 Berths that are capable of handling 1,000 ft. vessels which are 4,000 passengers. Mr. Buckner asked how the Port calculates fees for such vessels. Mr. Allen advised that the Port charges a head tax where each passenger pays a share of the cost. He advised that Port Everglades would be proposing that the Cruise Lines would bear the capital cost recovery in order to service those vessels. Mr. Buckner asked with regards to looking at the larger vessels and combining with the increase of Commercial Cargo imports, if the Master plan includes addressing this in terms of the Capital infrastructure into the roads, as well as interfacing with the Airport. Mr. Allen replied yes, but advised that he could not provide a number as it is still being refined.

Mr. Allen advised with regard to Petroleum that there will be continued growth. He stated that as gasoline approaches \$4.00 per gallon that reductions may be reflected temporarily, but because of the increased population in South Florida over the next 20 years, it is expected to have a strong demand until someone comes up with an alternative.

Mr. Esack asked how big Port Everglades is. Mr. Allen advised that the Port is approximately 2,000 acres and reminded the dais that Petroleum Terminals are privately owned.

Ms. Kaletta inquired about FPL enhancements and strengthening. Mr. Allen stated that after Wilma, because of gasoline problems and the lack of power, the Port convinced Florida Power and Light to invest several million dollars in enhancing the power lines with the Port, including placing all new power poles which will hopefully withstand 150 mph winds. He informed the dais that that project is complete.

Mr. Mena asked Mr. Allen if there are any other locations in the US with a comparable setup with the Airport so close to the Seaport. Mr. Allen advised that Broward County is unique and is the only location in the US with the Airport and Seaport within a mile of each other.

Mr. Esack asked if Port Everglades has considered a Port Authority. Mr. Allen advised that this has already been tried here in Broward County.

Ms. Kaletta asked Mr. Allen if he had any suggestions for the Charter. Mr. Allen advised the dais of his 30+ year career in government, including his role as former Chief Financial Officer of Broward County. He advised that he does not find the existing structure to hinder his ability to manage the Port as an enterprise operation. His job as the Port Director is to provide the interface between the Elected Officials and his employees. Mr. Allen stated that he has professional people who love their jobs, and his job is to ensure that political issues do not interfere with their ability to do their jobs. He advised that sometimes Port Directors can become a qui-tam unto themselves, even if they have an authority to report to, they view themselves as the Czar of the Port. He stated that this is not likely to happen at Port Everglades with an elected Board of County Commissioners. Mr. Allen advised that, while there are no hindrances, it sometimes takes longer to get things done. Ms. Kaletta asked Mr. Allen if there is anything that would help him do his job better. Mr. Allen advised that the only problem he has from a political perspective is that which he stated is a maturing development; the move to single-member Districts, because of the nature of single-member Districts. He stated that sometimes a need of a County-wide agency, such as a Port or an Airport needs to be separate from a political perspective, because of the parochial nature inherent in that District Commissioner. He explained that most time that Commissioner's might delay the process but once they get over their concern and get information, they can put the parochialism aside and vote for the best interest of the total County. He explained that by nature, a District Commissioner is beholding first to their elected voters within their District. He stated that if anything, he would wish for more understanding without delay, of what is in the best interest of the overall County.

Ms. Tanner stated that the Port appears to be something that is not broken and advised that she is happy to hear about it. She informed Mr. Allen of the TSC's charge and advised that whatever the TSC's recommendations will be, they must focus on the Charter.

Mr. Buckner asked Mr. Allen if the Charter were to recommend to the voters to change the structure of government, including a Strong Mayor, how it would impact the operation of the Port. Mr. Allen stated that the two organizations he worked with prior to coming to Broward County were Strong Mayor forms. He advised that the Mayor was responsible for managing the Government. He advised the dais that they will find that the Strong Mayor will reach out for a

professional, whether it is a County Administrator or other professional staff to manage the day-to-day operations. Mr. Allen stated that the only difference is, instead of a County Administrator appointed by the majority of the Board; it is now a County Administrator / County Manager selected by the elected Mayor. He added that this is the favored way of going about a Strong Mayor. Mr. Buckner asked what impact on the Seaports operations would there be if the Airport was managed with an Authority, and the Seaport was not. Mr. Allen responded that he believes this would make things much tougher because there are differences in policy direction. He stated that then, any conflict could be taken to the County Administrator and/or the Board of County Commissioners, who can tell either the Airport or the Port Director, to get in line with the other. He also stated that if you now have a Port Director who reported to the County Administrator, who then had to go to a separate Authority to get something done, this would take away the kind of efficiencies the County is trying to build on.

Ms. Kaletta asked Mr. Allen to brief the dais on his ideas presented to the Management and Efficiency Study Committee (MESOC) about the coordination of Human Resources and Financial Land Acquisitions etc. Mr. Allen advised that Port Everglades is looking and following up on the MESOC. They have looked at Port operations, and plan to propose to the County Commission certain areas where there are closer synergies, where things can be combined, for example, Legal Services, Purchasing, and HR etc. Mr. Allen advised that the Port is already in the final stages of preparing the response and that there is nothing that he could see in the Charter that would impact it, as it is just sound business planning.

Mr. Buckner called for any other questions from the Committee or the Public.

Mr. Dan Glickman, Deerfield Beach asked what the average number of people traveling in and out of Port Everglades on a daily basis, and how are they transported. Mr. Allen responded that many jobs such as Tanker Truck drivers, Cruise Passengers, by Bus and Taxi. He advised that there has never been a Traffic Flow Analysis performed of how many individuals there are, however, based on Security IDs, there are 20,000 employees. A discussion ensued between Mr. Glickman and Mr. Allen with regard to mobility. Mr. Allen informed the dais that Port Everglades has recently begun a program with Tri-Rail, providing a direct inner-connect bus with them, to bring Employees in on a daily basis via the Ravenswood Station. He advised that it does not currently have great ridership, but an increase is hopeful for the future. Mr. Glickman asked if this number would be made available eventually. Mr. Allen replied that this is hopeful.

Mr. Allen invited the CRC to take a Tour of the Port. The Chair thanked Mr. Allen for his presentation. **[End of Speaker]**

IV. New Business

The Chair reviewed future meetings and advised the dais that the remaining scheduled speakers are Mayor Eggelton on June 7, 2007; and Vice-Mayor Wexler on June 21, 2007.

He advised that the Mayor and Vice-Mayor will be expanding upon their comments to the full Commission. The dais will have the opportunity to ask them more specific questions about their ideas of the Structure and/or any possible revisions to the Charter, in reference to the three issues that the TSC have been tasked to review.

The Chair asked if there are any other speakers or sources of information that the TSC members might wish staff to arrange / schedule to present to the TSC. Mr. Buckner advised the Committee that he extended an invitation to the other Commissioners, and asked CRC staff to invite any other sources / speakers in the region that may have some expertise from academia, or other sources that the dais might want hear from in order to obtain another view-point (theoretical or practical). The dais agreed to invite a speaker from the South Florida Regional Planning Council.

Mr. Esack suggested a discussion of the timeline for meeting; the dais agreed to have the regular meetings in July.

The Chair asked the dais for implementation suggestions in order to move the Committee forward to make the September deadline. Mr. Mena stated that all of the issues are constrained because of budgets and the property tax issues; he agreed that there are issues that should be considered for the future, inclusive of the main CRC beginning to be pro-active for the future, whether it is light-rail, mono-rail or buses as far as corridors between the Port and the Airport, and to and from the Airport.

Ms. Gross suggested that since the Charter states that Transportation should have a high priority, that the dais might want to think about whether they wish to keep it in the framework that it is in currently, or whether thinking more regionally; to move it to another outside entity and work with the other regional entities to see if Transportation would work that way.

A discussion ensued regarding Mr. Glickman's request and comments on the right to Public Transportation, the proposed East-West Corridor.

Ms. Tanner suggested a short-listing of thoughts for recommendations to the full Committee. Mr. Esack suggested focusing in on specific areas of transportation with bulleted points listing specifically high priority items. Ms. Kaletta agreed, but advised the dais that she does not wish to repeat what occurred 13 years ago, with 13 Amendments to the Charter, some of which she felt did not add much value.

The Chair expressed concern that whatever suggestions the Administrative Issues/Governance Subcommittee may propose regarding the form of Government in Broward County, might impact the future of the Airport and Seaport.

Mr. Esack MOTIONED to extend the meeting, Ms. Tanner SECONDED, and the motion passed unanimously [11:37 am].

Mr. Mena suggested that the dais takes a proactive approach for the future of Broward County. He advised that there are two issues facing the TSC, one is politics, and the other is funding. He stated that he agrees that there might not be any recommended change to the Charter.

Ms. Kaletta read from **Page 12, Section 3.08** of the Broward County Charter. *"Given the importance of Transportation Services, the responsibility for County Transportation Services shall be integrated and afforded a highly visible and prominent position within the organization of County Administration to include an Office of Transportation or a Department of Transportation"*. She then asked if there is such an office.

Mr. Roger Del Rio, Director of the MPO advised that the Mass Transit Division was pulled out of the Community Services Department three (3) months ago and made into its own Office of Transportation. Ms. Kaletta expressed concern that it has taken five (5) years for this to come about. Ms. Kaletta suggested stronger language for this section. Ms. Tanner and Mr. Esack agreed.

V. Public Comment

Mr. Glickman advised that at MPO meetings, they have introduced the concept of tolling via public-private partnership. He stated that we are being stuck with the last resort, now being pushed by the FDOT. Mr. Glickman expressed concern with paying tolls on I-595 and I-95. He advised that the poor will always have problems. He stated that middle-class families if they could figure out how to go from a 3 car family to a two car family they could save from \$3,000 to \$6,000 per year. His point to having a right to public transportation, whether LRT, local or express buses would be good. He stated that he is looking for a person who will champion the right to public transportation.

Ms. Kaletta advised that she spoke with people in Plantation who advised that they have a Community bus which is free; they have 1 rider per hour on average. Mr. Glickman advised that the Community buses that operate have a minimum standard of five (5) passengers per hour. He feels one of the problems is that the **Community Bus Evaluation Committee (CBE)** only met twice in two years and dissolved because of budget limitations. He advised that people are not doing what needs to be done. The Chair asked who the Chair of the CBE was. Mr. Glickman advised Commissioner Kristen Jacobs. Ms. Kaletta suggested inviting Commissioner Jacobs to speak to the TSC. Mr. Glickman stated that the CBE Subcommittee felt they were limited because of lack of funding, and decided to focus more on transportation in general. He stated that this might change with transit oriented currency dollars that come in.

Mr. Mena reminded Mr. Glickman that municipalities are currently looking for ways to cut back because of forthcoming tax reform. Mr. Glickman responded that the County does have the right to tax. Mr. Mena again suggested a 25 cents charge for the Community buses. Ms. Tanner mentioned the value of the Community bus program and how they support the concept of Mass Transit.

Mr. Devin Avery, Strategic Development Manager for the Office of Economic Development and Executive Director of Vision Broward

Mr. Avery advised the dais that 1/3 of Broward County's workforce leaves the County to go to work. He stated out of 1,000,000 people in Broward's workforce over 33,000 are leaving Broward County to work. if they do not have other transportation they are taking cars. Mr. Avery advised the dais that transportation is not a Broward issue, but it is a *regional* issue. He stated

that talking about the number of people presently using public transportation means nothing when you can't get anywhere. He stated that public transportation does not work right now, so no-one uses it.

Mr. Avery advised that he is against the lengthening of roads because public transportation should take priority over adding more roads. He suggested a light rail on 441 out of Coral Springs. He stated that it is a priority in the Charter and suggested a prioritization of how to do it. Mr. Avery advised that he believes very strongly in the sales tax as he thinks it is a way to get people moving. Unless we begin to look at ourselves as a community, (and pointed out that we are the 6th largest Metropolitan Service Area (MSA) in the Country with more than 6 million people living in the tri-county area and we are becoming the 3rd largest State in the Union) and start administering ourselves as a Community, then it is up to them to make this happen.

Mr. Avery stated that in 1979 the Sun Sentinel published a 22-part Article entitled **Broward in the 80s** that discussed the issue of transportation, as well as the future growth of Broward County, which he states was very accurate. Mr. Avery advised that in those 26 years nothing has changed. It is time to start doing something and is important to move forward through Charter Review. Mr. Avery pointed out that we have an economy that is not growing because we cannot afford to live here. He stated that 25 cents is a lot and transportation is a social issue, (no one makes money on it) but he pointed out that businesses make money if transportation is made available to the workers. We are preventing our businesses from being successful by not enabling the workforce to get there. There needs to be a change in disparity. Mr. Avery advised that we should be able to take the bus from West Palm to Miami-Dade County; we need to figure out a system to make it happen. He advised that we do have a Transportation Authority, but it has not been able to do anything, and is not connected nor interconnected with the necessary partners. He advised that we need to figure out how to make it happen so that people can live in Broward County successfully.

[End of Public Comment]

The Chair advised Mr. Avery that he agreed with him and thanked him for his comments.

VI. General Discussion

Draft Timeline - The Chair suggested that TSC plans to begin preparing in August the exact issues they want to bring forward to the full CRC. Ms. Gross suggested that the TSC submit their formulated ideas to CRC staff in early August to give staff time to prepare the Draft for the dais to review and revise. The dais agreed to have a formulary to CRC staff by August 2, 2007.

July 5, 2007 Meeting – The TSC agreed to move the July 5th meeting to Tuesday, July 10th at 10:00 a.m.

Draft Recommendation Plan of Action – The TSC agreed to begin formulating the draft document at the meeting on July 19, 2007 in order to get something to the CRC Staff. CRC Staff will submit a formal draft to the TSC for revision at the August 2, 2007 meeting and if necessary use the August 16, 2007 meeting for final mockup.

Speakers – Ms. Gross inquired as to speaker invitations and the number of speakers desired at the meetings. The Chair expressed the desire to bring in other sources of information from sources such as Community groups etc. He advised that those speakers would be welcome to speak on the same days as the Mayor and Vice Mayor. He stated that written comments or PowerPoint Presentations that the dais can review, are also welcome if speakers cannot make it.

Ms. Esack reminded the Committee that they wished to hear from the South Florida Regional Planning Council. The Chair reminded the dais that the Mayor is the Vice-Chair of the South Florida Regional Transportation Authority and should be able to speak on this.

Mr. Mena MOTIONED, Mr. Esack SECONDED and the motion passed unanimously to adjourn the meeting of the TSC.

VII. Adjournment

There being no further discussion and no additional comment the meeting was adjourned at 12:04 PM.

The minutes of this meeting are recorded on CRC-TSC CD # 5.17.07 (BCGV CTR)