

COMMISSION MINUTES

June 5, 2007

Meeting 9:10 a.m.

COMMISSION MINUTES

MEETING OF JUNE 5, 2007

(The meeting convened at 9:10 a.m. in Room 430; recessed at 10:30 a.m.; reconvened at 10:50 a.m. in Room 422; recessed at 12:02 p.m.; reconvened at 2:44 p.m. and adjourned at 3:56 p.m.)

PLEDGE OF ALLEGIANCE was recited.

MOMENT OF SILENCE

In memory of all men and women of the armed forces who have lost their lives in Iraq and around the world.

A speedy recovery was wished for Commission Aide Amy Rose and the fathers of Mayor Eggelletion and Commissioner Keechl, who are all hospitalized.

CALL TO ORDER: Mayor Josephus Eggelletion, Jr. called the meeting to order and declared a quorum present.

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

CONSENT AGENDA

A motion was made by Commissioner Lieberman, seconded by Commissioner Gunzburger and unanimously carried to approve the Consent Agenda, consisting of Items 1 through 53.

The following Items were withdrawn: 4 & 56.

The following items were pulled by Board members and considered separately: 18, 37, 38 & 47.

Public Notice of Attorney Client Meeting

Recess of Regular Meeting

COMMISSION MINUTES

ATTORNEY-CLIENT MEETING (Room 430)

(CLOSED TO THE PUBLIC)

COUNTY ATTORNEY

1. ATTORNEY-CLIENT MEETING: Commencement of attorney-client session pursuant to Subsection 286.011 (8), Florida Statutes, to discuss settlement negotiations or strategy related to litigation expenditures in *South Florida Chapter of the Associated General Contractors, et al. v. Broward County, et al.*, Case No. 07-60374-CIV-COHN.

ACTION: (T-9:15 AM) The Board conducted an attorney-client session.

Reconvene Regular Meeting in order to publicly notice the end of the Attorney Client Meeting in Room 422 (Commission Chambers).

CONSENT AGENDA

2. BOARD APPOINTMENTS.

A. MOTION TO REAPPOINT Daniel Austin to the Broward Regional Health Planning Council. (Mayor Eggelton)

ACTION: (T-10:55 AM) Approved.

B. MOTION TO APPOINT Mr. Robert F. Klosiewicz to serve on the Broward County Unsafe Structures Board. (Commissioner Rodstrom)

ACTION: (T-10:55 AM) Approved.

AVIATION DEPARTMENT

3. MOTION TO ADOPT Resolution 2007-350 determining that the former Mayday's building ("Mayday's") located on North Perry Airport ("NPA") is no longer needed for aviation use, and does not impair the operating efficiency of the Airport System; as required by Section 713 of the Airport System Revenue Bonds; authorizes the Director of Aviation to dispose of the building and related improvements, and providing for an effective date.

ACTION: (T-10:55 AM) Approved.

FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT

4. MOTION TO EXERCISE first of two, one-year optional extensions with underwriters appointed by the Selection/Negotiation Committee for RLI 20031125-0-FA-AIR4, Request for Letters of Interest to Serve as Financial Underwriter for Airport System Revenue Bonds.

ACTION: (T-10:55 AM) Withdrawn for further staff review.

COMMISSION MINUTES

ACCOUNTING DIVISION

5. MOTION TO APPROVE list of computer checks issued from January 1, 2007 through January 31, 2007; February 1, 2007 through February 28, 2007; March 1, 2007 through March 31, 2007; and April 1, 2007 through April 30, 2007.

ACTION: (T-10:55 AM) Approved.

6. MOTION TO APPROVE business travel for County employees on the attached list, in accordance with Volume 1 of the Administrative Code Chapter 3, Part II, Section 3.10 – County Employee Travel.

ACTION: (T-10:55 AM) Approved.

HUMAN RESOURCES DIVISION

7. MOTION TO APPROVE agreement between Broward County and The Standard Insurance Company for Group Long Term Disability Insurance for Broward County employees, with two one-year renewals, RLI No. 20060403-0-HRB-1RE, for the Human Resources Division, and authorize the Mayor and Clerk to execute same. The initial contract period will be effective July 1, 2007 and will terminate on December 31, 2009.

ACTION: (T-10:55 AM) Approved.

8. MOTION TO APPROVE Request for Letters of Interest (RLI) No. 20070403-0-HRB-01 to engage the services of a qualified firm to provide Wellness and Disease Management Services.

ACTION: (T-10:55 AM) Approved.

PURCHASING DIVISION

For Aviation Department

9. MOTION TO RESCIND award to South Florida Construction Services, Inc. (S.F.C.S.) for Aircraft Rescue Fire Fighting (ARFF) Midfield Station No. 10, Water Intrusion Repairs, Bid No. H-Y-05-356-CF awarded December 12, 2006, Item No. 14 in the amount of \$665,885.

ACTION: (T-10:55 AM) Approved.

10. MOTION TO AWARD open-end contract to the low bidder, Schindler Elevator Corporation, for elevator/escalator maintenance/repair at the Fort Lauderdale/Hollywood International Airport, Terminal One, Bid No. E307104M2 (re-bid), in the estimated two-year amount of \$347,632; that includes \$25,000 for parts on a pass-thru for the initial two-year period for the Aviation Department, subject to the receipt and acceptance of the Performance and Payment Guaranty; and authorize the Purchasing Director to renew the contract for three, one-year periods for a potential five-year contract amount of \$869,080. The initial contract period shall start upon receipt and acceptance of Performance and Payment Guaranty, and shall terminate two years from that date.

ACTION: (T-10:55 AM) Approved.

COMMISSION MINUTES

For Public Works and Transportation Department

11. MOTION TO AWARD open-end contract to low responsive, responsible bidder, Kelly's True Green Lawn and Landscape, Inc., a certified Broward County Small Business Enterprise, Bid No. Q307096B2, for group numbers 1 through 7, in the estimated two-year amount of \$971,150 for sod and sod installation for the Bridge and Highway Maintenance Division, and various Broward County agencies; and authorize the Purchasing Director to renew the contract for a one-year period, for a total potential three-year contract amount of \$1,456,725. The initial contract period shall begin on date of award and shall terminate two years from that date.

ACTION: (T-10:55 AM) Approved.

RISK MANAGEMENT DIVISION

12. MOTION TO APPROVE full and final settlement of Claim 090302 in the amount of \$57,000.

ACTION: (T-10:55 AM) Approved.

HUMAN SERVICES DEPARTMENT

MEDICAL EXAMINER AND TRAUMA SERVICES DIVISION

13. MOTION TO APPROVE time extensions to Class 1 – ALS (Advanced Life Support) Rescue Certificates of Public Convenience and Necessity (COPCNs) to Broward County, Florida, Board of County Commissioners; City of Deerfield Beach Fire Rescue; City of Hallandale Beach Fire Rescue; City of Hollywood Fire Rescue; City of Miramar Fire Rescue; City of Oakland Park Fire Rescue; City of Pembroke Pines Fire Rescue; and City of Pompano Beach Fire Rescue through August 31, 2007.

ACTION: (T-10:55 AM) Approved.

14. MOTION TO APPROVE time extensions of Class 2 – ALS (Advanced Life Support) Transfer Certificates of Public Convenience and Necessity (COPCNs) to American Ambulance Service, Inc. and Broward Ambulance Service, Inc. d/b/a American Medical Response effective until August 31, 2007.

ACTION: (T-10:55 AM) Approved.

15. MOTION TO APPROVE extensions of Nonemergency Medical Transportation Service Licenses to AAA Wheelchair Wagon Service, Inc.; City of Margate Fire Rescue; MacTran Medical Transport, Inc.; United National Transportation, Inc.; and Village Car Service, Inc., through August 31, 2007.

ACTION: (T-10:55 AM) Approved.

SUBSTANCE ABUSE AND HEALTH CARE SERVICES DIVISION

16. MOTION TO ADOPT Resolution 2007-351 of the Board of County Commissioners of Broward County, Florida, authorizing the acceptance of a donation of \$10,000 from Federal Metals Co., Inc., for the benefit of the charity golf tournament benefiting the Broward County Addictions Recovery Centers; authorizing the County Administrator to take all administrative actions to implement same; and providing for an effective date.

COMMISSION MINUTES

ACTION: (T-10:55 AM) Approved.

COMMUNITY SERVICES DEPARTMENT

CULTURAL DIVISION

17. MOTION TO APPROVE first amendment to the agreement between Broward County (County) and the City of Miramar (City) for the Cultural Center ArtsPark at the Town Center Complex extending the expiration date of the agreement from June 29, 2007 to June 29, 2009; and authorize Mayor and Clerk to execute same. **(Commission District 8)**

ACTION: (T-10:55 AM) Approved.

LIBRARIES DIVISION

18. MOTION TO APPROVE first amendment to the agreement between Broward County and Nova Southeastern University (NSU) reducing the parking spaces available to members of the public from a minimum of 725 to 190 during the hours of 7:00 a.m. to 6:00 p.m., thereby reducing the County's obligation for parking garage construction costs by \$325,200 for the first year of the term of the agreement beginning on July 1, 2007, and by an additional 3% for the second year of the term ending on June 30, 2009; and authorize the County Administrator to implement all necessary administrative and budgetary actions, and authorize the Mayor and Clerk to execute same. **(Commission District 7)**

(This item was pulled by Commissioners Gunzburger, Keechl, Lieberman, Rodstrom and Vice Mayor Wexler.)

ACTION: (T-11:03 AM) No Board action was taken. (Refer to minutes for full discussion.)

VOTE: 8-0.

19. MOTION TO ADOPT Resolution 2007-352 of the Board of County Commissioners of Broward County, Florida, accepting the donation of two James Tandi sculptures from Ross Parker; valued at \$30,000 for use at the African-American Research Library and Cultural Center; authorizing the County Administrator to take all administrative action necessary to complete the County's acceptance of the donation; and providing for an effective date. **(Commission District 7)**

ACTION: (T-10:55 AM) Approved.

20. A. MOTION TO ADOPT Resolution 2007-353 of the Board of County Commissioners of Broward County, Florida, authorizing the acceptance of a donation from the Friends of the Coral Springs Libraries of a compact disc shelving unit, valued at \$1,017.52, for use at the West Atlantic Branch Library; authorizing the County Administrator to take all administrative and budgetary actions and execute all forms required to implement same; and providing for an effective date. **(Commission District 3)**

ACTION: (T-10:55 AM) Approved.

B. MOTION TO ADOPT Resolution 2007-354 of the Board of County Commissioners of Broward County, Florida, authorizing the acceptance of a donation from the Friends of the Coral Springs Libraries, of one DVD display holder, valued at \$1,569.98, for use at the West Atlantic Branch Library; authorizing

COMMISSION MINUTES

the County Administrator to take all administrative and budgetary actions and execute all forms required to implement same; and providing for an effective date. **(Commission District 3)**

ACTION: (T-10:55 AM) Approved.

C. MOTION TO ADOPT Resolution 2007-355 of the Board of County Commissioners of Broward County, Florida, authorizing the acceptance of a donation from the Friends of the Coral Springs Libraries of one octagon display unit and riser shelf, valued at \$2,114.42, for use at the West Atlantic Branch Library; authorizing the County Administrator to take all administrative and budgetary actions and execute all forms required to implement same; and providing for an effective date. **(Commission District 3)**

ACTION: (T-10:55 AM) Approved.

D. MOTION TO ADOPT Resolution 2007-356 of the Board of County Commissioners of Broward County, Florida, authorizing the acceptance of a donation from the Friends of the Coral Springs Libraries of a stage for the multi-purpose room, valued at \$5,891.47, for use at the Northwest Regional Library; authorizing the County Administrator to take all administrative and budgetary actions and execute all forms required to implement same; and providing for an effective date. **(Commission District 3)**

ACTION: (T-10:55 AM) Approved.

PARKS AND RECREATION DIVISION

21. A. MOTION TO ADOPT Resolution 2007-357 of the Board of County Commissioners of Broward County, Florida, authorizing the acceptance of a donation of \$2,500 from Staples, Inc. for the use and benefit of the Parks and Recreation Division at Franklin Park for participating in the Staples Dream Park Challenge with D-Wade of the Miami Heat; authorizing the County Administrator to take all actions necessary to implement same; and providing for an effective date. **(Commission District 7)**

ACTION: (T-10:55 AM) Approved.

B. MOTION TO ADOPT unanticipated Revenue Resolution 2007-358 within the Municipal District Fund for the Parks and Recreation Division in the amount of \$2,500 for the use and benefit of the County's Franklin Park which is located in unincorporated Fort Lauderdale.

ACTION: (T-10:55 AM) Approved.

22. A. MOTION TO AUTHORIZE Parks and Recreation Division (Division) to continue and complete a program for the purpose of procuring and distributing trees to residents of Broward County through five County parks utilizing the remaining funds from the Replant Broward Program in the amount of \$15,103 returned to the Broward County Board of County Commissioners (Board) by the Broward League of Cities, Inc. (League).

ACTION: (T-10:55 AM) Approved.

B. MOTION TO ADOPT unanticipated revenue Resolution 2007-359 for the Parks and Recreation Division in the amount of \$15,103 within the Deposit Held in Escrow Account in the General Fund for the purpose of procuring trees; and authorize the County Administrator to take the necessary administrative actions to implement same.

ACTION: (T-10:55 AM) Approved.

COMMISSION MINUTES

ENVIRONMENTAL PROTECTION DEPARTMENT

BIOLOGICAL RESOURCES DIVISION

23. MOTION TO ACKNOWLEDGE use of the South Dade/Everglades Mitigation Bank by Amsabb Builders, Inc., as a site for compensatory mitigation for wetland impacts for the construction of a single family home in the Town of Davie. **(Commission District 7)**

ACTION: (T-10:55 AM) Approved.

24. MOTION TO APPROVE agreement between Broward County and the City of Tamarac disbursing up to \$11,700 from the Tree Preservation Trust Fund, and authorizing the Mayor and Clerk to execute same. **(Commission District 3)**

ACTION: (T-10:55 AM) Approved.

POLLUTION PREVENTION AND REMEDIATION DIVISION

25. A. MOTION TO APPROVE Contract No. GC691 between the Broward County Environmental Protection Department (EPD) and the Florida Department of Environmental Protection (FDEP) to provide for the continued performance of compliance inspections at State regulated storage tank facilities within Broward County, for which expenditures are fully funded by the State, effective date July 1, 2007 through June 30, 2017, to authorize the Mayor and Clerk to execute same, and to authorize the Contract manager to execute Task Assignment No. 1 and subsequent annual task assignments as required throughout the term of the contract.

ACTION: (T-10:55 AM) Approved.

B. MOTION TO APPROVE Amendment No. 4 to Contract No. GC507, between Broward County and the FDEP to terminate Contract No. GC507; Broward County's current storage tank inspection contract with FDEP, termination to be effective June 30, 2007.

ACTION: (T-10:55 AM) Approved.

PORT EVERGLADES DEPARTMENT

26. MOTION TO APPROVE Lease Agreement between Broward County and Port Everglades Association, Inc., for 655 square feet of office space in the Port Administration Building at Port Everglades for the period of September 1, 2007 through August 31, 2008, with rent in the amount of \$11,953.75, over the lease term; and authorize the Mayor and Clerk to execute same.

ACTION: (T-10:55 AM) Approved.

27. MOTION TO APPROVE Lease Agreement between Broward County and Port Consolidated, Inc., for 3,637 square feet of warehouse and office space in Building 65 at Port Everglades, for a one-year term effective August 1, 2007 through July 31, 2008, with rent in the annual amount of \$34,155.12, over the lease term; and authorize the Mayor and Clerk to execute same.

ACTION: (T-10:55 AM) Approved.

COMMISSION MINUTES

28. MOTION TO APPROVE Lease Agreement between Broward County and SB Marketing Worldwide, Inc., for 2,955 square feet of warehouse space in Bay No. 13 of Building "E" of Foreign Trade Zone No. 25 at Port Everglades for the period of July 1, 2007 through June 30, 2008, with rent in the annual amount of \$25,842 over the lease term; and authorize the Mayor and Clerk to execute same.

ACTION: (T-10:55 AM) Approved.

29. MOTION TO APPROVE Supplemental Lease Agreement to U.S. Government Lease For Real Property No. GS-04B-42836 between Broward County and the Government of the United States of America, to allow for the extension of the current lease agreement for a period of three months, effective June 25, 2007 through September 24, 2007; and authorize the Mayor and Clerk to execute same.

ACTION: (T-10:55 AM) Approved.

30. MOTION TO APPROVE agreement between Broward County and G.F.C. Crane Consultants, Inc., for the maintenance and repair of the rail mounted container gantry cranes at Port Everglades; and authorize the Mayor and Clerk to execute same.

ACTION: (T-10:55 AM) Approved.

31. MOTION TO APPROVE License Agreement between Broward County and WeatherFlow, Inc., for the installation of a weather station at Port Everglades; and authorize the Mayor and Clerk to execute same.

ACTION: (T-10:55 AM) Approved.

OFFICE OF MANAGEMENT AND BUDGET

32. MOTION TO ADOPT unanticipated revenue Resolution 2007-360 within the Law Enforcement Trust Fund in the amount of \$55,200 to provide funding for the purchase of covert audio intercept devices to be used in undercover operations for deputy safety and evidence gathering.

ACTION: (T-10:55 AM) Approved.

33. MOTION TO ADOPT unanticipated revenue Resolution 2007-361 within the Law Enforcement Trust Fund in the amount of \$40,556 to provide funding for the purchase of an Instant Ballistic Blanket that would provide protection during tactical operations from rifle and handgun fire.

ACTION: (T-10:55 AM) Approved.

34. MOTION TO ADOPT unanticipated revenue Resolution 2007-362 within the Law Enforcement Trust Fund in the amount of \$65,400 to provide funding for the purchase of night vision equipment for the Broward Sheriff's Office SWAT Unit.

ACTION: (T-10:55 AM) Approved.

35. MOTION TO ADOPT unanticipated revenue Resolution 2007-363 within the Law Enforcement Trust Fund in the amount of \$142,400 to provide funding for the purchase of digital photographic equipment for the Crime Scene Unit.

COMMISSION MINUTES

ACTION: (T-10:55 AM) Approved.

36. MOTION TO ADOPT budget Resolution 2007-364 transferring within the General Fund the amount of \$475,000 from the Broward County Sheriff's Office reserve for the purpose of vehicle repair and maintenance in the Department of Law Enforcement.

ACTION: (T-10:55 AM) Approved.

COUNTY AUDITOR

37. A. MOTION TO FILE County Auditor's Report - Building Code Services Division of the Urban Planning and Redevelopment Department.

(This item was pulled by Commissioner Lieberman.)

ACTION: (T-11:03 AM) Approved. (Refer to minutes for full discussion.)

VOTE: 8-0.

B. MOTION TO ADOPT County Auditor's Recommendations.

ACTION: (T-11:03 AM) Approved. (Refer to minutes for full discussion.)

VOTE: 8-0.

38. A. MOTION TO FILE County Auditor's Report – *Nova Southeastern University Joint-Use Library Agreement*.

(This item was pulled by Commissioners Gunzburger, Keechl, Lieberman and Vice Mayor Wexler.)

ACTION: (T-11:03 AM) Approved. (Refer to minutes for full discussion.)

VOTE: 8-0.

B. MOTION TO ADOPT County Auditor's Recommendations.

ACTION: (T-11:03 AM) No Board action was taken. (Refer to minutes for full discussion.)

VOTE: 8-0.

COUNTY ATTORNEY

39. MOTION TO APPROVE settlement in the amount of \$18,500; including costs and attorney's fees, in the case of Jose Fernandez vs. Broward County, Case No.: 06-09570 CACE (05).

ACTION: (T-10:55 AM) Approved.

COUNTY ADMINISTRATION

COMMISSION MINUTES

40. MOTION TO APPROVE amendment to the Broward County Board of Commissioners' meeting/workshop schedule.

ACTION: (T-10:55 AM) Approved. (Scrivener's error – See County Administrator's report: Please change the June 21, 2007 Budget Workshop scheduled for 9:00 AM to 11:00 AM, and the October 16, 2007 proposed 10:00 Joint Workshop with MPO to August 14th at noon.)

REQUEST TO SET FOR PUBLIC HEARING

41. MOTION TO DIRECT County Administrator to publish notice of a public hearing to be held Tuesday, August 14, 2007, at 2:00 p.m. in Room 422 of the Governmental Center, to consider the issuance of renewal Class 2 - ALS Transfer Certificates of Public Convenience and Necessity (COPCN) to American Ambulance Service, Inc. and Broward Ambulance Service, Inc. d/b/a American Medical Response.

ACTION: (T-10:55 AM) Approved.

42. MOTION TO DIRECT County Administrator to publish notice of a public hearing to be held Tuesday, August 14, 2007, at 2:00 p.m. in Room 422 of the Governmental Center to consider the issuance of renewal Class 1 - ALS Rescue Certificates of Public Convenience and Necessity (COPCN) to the Broward County, Florida, Board of County Commissioners; City of Coconut Creek; City of Deerfield Beach Fire Rescue; City of Hallandale Beach Fire Rescue; City of Hollywood Fire Rescue; City of Miramar Fire Rescue; City of Oakland Park Fire Rescue; City of Pembroke Pines Fire Rescue; City of Pompano Beach Fire Rescue; and City of Tamarac Fire Rescue.

ACTION: (T-10:55 AM) Approved.

43. MOTION TO DIRECT County Administrator to publish notice of a public hearing to be held Tuesday, August 14, 2007, at 2:00 p.m. in Room 422 of the Governmental Center to consider the renewal of Nonemergency Medical Transportation Service (NEMTS) licenses to AAA Wheelchair Wagon Service, Inc.; Broward Ambulance Service, Inc. d/b/a American Medical Response; City of Margate Fire Rescue; Health Trans, Inc.; MacTran Medical Transport, Inc.; United National Transportation, Inc.; and Village Car Service, Inc.

ACTION: (T-10:55 AM) Approved.

44. MOTION TO ADOPT Resolution 2007-365 directing the County Administrator to publish notice of a public hearing to be held on June 26, 2007, at 10:00 p.m. in Room 422 of the Governmental Center, to consider enactment of an Ordinance adopting Small Scale land use plan amendment, PC 07-12, in the City of Fort Lauderdale to the Broward County Comprehensive Plan, (**Commission District 7**) the substance of which is as follows:

AN ORDINANCE OF BROWARD COUNTY, FLORIDA, ADOPTING A SMALL SCALE AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN; AMENDING THE 1989 BROWARD COUNTY LAND USE PLAN MAP IN THE CITY OF FORT LAUDERDALE; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

ACTION: (T-10:55 AM) Approved. (Scrivener's error – See County Administrator's report: Motion reads 10:00 p.m., should read 10:00 a.m.)

COMMISSION MINUTES

45. MOTION TO ADOPT Resolution 2007-366 directing the County Administrator to publish notice of a public hearing to be held on June 26, 2007, at 10:00 p.m. in Room 422 of the Governmental Center, to consider enactment of an Ordinance adopting Small Scale land use plan amendment, PC 07-13, in the City of Oakland Park to the Broward County Comprehensive Plan, **(Commission District 4)** the substance of which is as follows:

AN ORDINANCE OF BROWARD COUNTY, FLORIDA, ADOPTING A SMALL SCALE AMENDMENT TO THE BROWARD COUNTY COMPREHENSIVE PLAN; AMENDING THE 1989 BROWARD COUNTY LAND USE PLAN MAP IN THE CITY OF OAKLAND PARK; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

ACTION: (T-10:55 AM) Approved. (Scrivener's error – See County Administrator's report: Motion reads 10:00 p.m., should read 10:00 a.m.)

URBAN PLANNING AND REDEVELOPMENT DEPARTMENT

PLANNING SERVICES DIVISION

46. A. MOTION TO APPROVE Redevelopment Agreement between Broward County and the single responsive, responsible proposer, New Visions Community Development Corporation, for the construction of five single-family homes as part of the Affordable Housing Home Construction Program, Request for Proposals No. N606227CF, for the Urban Planning and Redevelopment Department; and authorize the Mayor and County Administrator to execute same. **(Commission District 9)**

ACTION: (T-10:55 AM) Deferred for up to two weeks.

B. MOTION TO APPROVE Resolution transferring five County owned lots in the Roosevelt Gardens area to New Visions Community Development Corporation, for the construction of single-family homes. **(Commission District 9)**

ACTION: (T-10:55 AM) Deferred for up to two weeks.

QUASI-JUDICIAL CONSENT HEARING

URBAN PLANNING AND REDEVELOPMENT DEPARTMENT

DEVELOPMENT MANAGEMENT DIVISION

47. DISCUSSION: of plat entitled "Tuscany Village" - **Commission District 1**, (042-MP-06).

(This item was pulled by Mayor Eggelletion.)

ACTION: (T-11:07AM) Approved the plat subject to staff's recommendations as outlined in the Development Review Report. (Refer to minutes for full discussion.)

COMMISSION MINUTES

VOTE: 7-0, with Mayor Eggelton abstaining.

48. DISCUSSION: of plat entitled "Gateway Hollywood Plat" - **Commission District 6**, (039-MP-05).

ACTION: (T-10:55 AM) Deferred to January 15, 2008, or sooner, under Sec. 5-181(j) of the Land Development Code to study compliance with the Land Use Plan.

49. DISCUSSION: of plat entitled "BF10" - **Commission District 9**, (076-MP-05).

ACTION: (T-10:55 AM) Approved the plat subject to staff's recommendations as outlined in the Development Review Report.

50. DELEGATION: Lawrence Kramer regarding request to amend the note on the Regina Subdivision Plat - **Commission District 1**, (004-MP-88).

ACTION: (T-10:55 AM) Approved subject to staff's recommendations.

51. DELEGATION: Barbara Hall regarding request to amend the note on the Sunburst Properties Development Plat **Commission District 5**, (123-MP-83). (Deferred from November 21, 2006).

ACTION: (T-10:55 AM) Approved subject to staff's recommendations.

52. DELEGATION: R.S. Murali regarding request to amend the note on the Green Farm Replat - **Commission District 2**, (012-MP-01).

ACTION: (T-10:55 AM) Deferred to June 26, 2007 at the applicant's request.

53. DELEGATION: R.S. Murali regarding request to amend the non-vehicular access line on the Green Farm Replat - **Commission District 2**, (012-MP-01).

ACTION: (T-10:55 AM) Deferred to June 26, 2007 at the applicant's request.

END OF QUASI-JUDICIAL CONSENT HEARING

COMMISSION MINUTES

REGULAR AGENDA

DELEGATION

54. DELEGATION: Mr. Daniel D. Reynolds of the Federation of Public Employees.

ACTION: (T-11:41 AM) No Board action was taken. (Refer to minutes for full discussion.)

PUBLIC HEARING

SAFE PARKS AND LAND PRESERVATION BOND PROGRAM

55. MOTION TO APPROVE Contract for Sale and Purchase between Broward County and White Sands Condo, LLC in the amount of \$575,000 for the County's purchase of 0.219 acre, or 9,571 square feet of vacant oceanfront land, known as Conservation Land Site CL-353.1, in the Broward County Safe Parks and Land Preservation Bond Program Inventory, located on the east side of Surf Road, between Balboa Street and Walnut Street, in the City of Hollywood. Authorize the Real Property Section to acquire this property using Safe Parks and Land Preservation Bond Issue funds; authorize the Mayor and Clerk to execute Contract for Sale and Purchase, and authorize acceptance and recordation of Deed. **(Commission District 6)**

ACTION: (T-11:47 AM) Approved.

VOTE: 8-0.

END PUBLIC HEARING

SAFE PARKS AND LAND PRESERVATION BOND PROGRAM

56. A. MOTION TO APPROVE Interlocal Agreement between Broward County and the City of Oakland Park for the acquisition, improvement, enhancement, operation and management of Open Space Site OS-152; and authorize the Mayor and Clerk to execute same. **(Commission District 4)**

ACTION: (T-10:55 AM) Withdrawn at Commissioner Keechl's request.

B. MOTION TO APPROVE transfer of funds to the City of Oakland Park in the amount of \$2,000,000 as reimbursement for the acquisition of real property referred to as Site OS-152 in the Broward County Open Space Inventory, under the Safe Parks and Land Preservation Bond program. **(Commission District 4)**

ACTION: (T-10:55 AM) Withdrawn at Commissioner Keechl's request.

COMMISSION MINUTES

FINANCE AND ADMINISTRATIVE SERVICES DEPARTMENT

PURCHASING DIVISION

For Aviation Department

57. MOTION TO APPOINT Selection Committee (SC) to shortlist the most qualified firms through Letters of Interest to submit bids using the Construction Manager at Risk-Modified (Two-Step Hybrid) procurement method for removal, disposal and replacement of HVAC (heating/ventilating/air conditioning) equipment in Terminal 3 and 4 chiller plants at the Fort Lauderdale-Hollywood International Airport, and approve Request for Letters of Interest (RLI) No. 20061204-0-AV-01.

ACTION: (T-10:55 AM) Deferred for up to two weeks.

For Court Administration

58. MOTION TO APPOINT Selection Committee (SC) to recommend the most qualified firm to custom-configure an Enterprise Document Management Solution for the Office of the Court Administrator - 17th Judicial Circuit and approve Request for Letters of Interest (RLI) 20070502-0-CA-01.

ACTION: (T-10:55 AM) Deferred for up to two weeks.

For Finance and Administrative Services Department

59. MOTION TO ESTABLISH library for professional consultant services consisting of vendors listed in Exhibit 1, Solicitation No. LZ06387A3, subject to receipt and acceptance of insurance, for a three-year period; authorize the Purchasing Director to renew the library for two, one-year periods, and authorize the Purchasing Director to add or delete vendors as in the best interest of the County. The initial period will be from date of approval and terminate three years from that date. (Deferred From May 22, 2007 – Item No. 25)

ACTION: (T-10:55 AM) Deferred for up to two weeks.

GREATER FORT LAUDERDALE CONVENTION AND VISITORS BUREAU

60. A. MOTION TO DISCUSS Scope of Work and fee structure for Hospitality Real Estate Counselors (HREC) as related to the development of the Convention Center Hotel.

ACTION: (T-3:01 PM) No Board action was taken. (Refer to minutes for full discussion.)

B. MOTION TO ADOPT Budget Resolution 2007-367 transferring within the Convention Center Capital fund (3280) in the amount of \$294,808 from the Convention Center Capital Reserve to fund Phase II-A of the Consulting Agreement between Broward County and LMN Architects for the preparation of the hotel RLI.

ACTION: (T-3:01 PM) Approved. (Refer to minutes for full discussion.)

COMMISSION MINUTES

VOTE: 5-3, with Commissioners Lieberman, Rodstrom and Vice Mayor Wexler voting no.

AVIATION DEPARTMENT

61. MOTION TO ADOPT unanticipated revenue Resolution 2007-368 within the Airport Expansion Program 3 Fund (4221), in the amount of \$13,334,492 for the Terminal 4 Phase 1B project, for the purpose of construction of additional airline ticket office space at Fort Lauderdale-Hollywood International Airport. (Deferred from May 22, 2007 - Item No. 7)

ACTION: (T-11:48 AM) Approved.

VOTE: 8-0.

62. MOTION TO ADOPT Resolution 2007-369 directing the County Administrator to publish a Notice of Public Hearing to be held on June 26, 2007, at 10:00 a.m., to consider adoption of a resolution amending Chapter 39 of the Broward County Administrative Code, "Fees and Other Charges, Aviation;" amending Section 39.2, "Rates, Fees and Charges, Fort Lauderdale-Hollywood International Airport," revising terminal rates and charges, landing fees, security charges, employee parking lot fees, public parking facilities fees, courtesy parking, lost keys; amending Section 39.3 "Non-terminal Rates and Charges - Fort Lauderdale-Hollywood International Airport and North Perry Airport," revising fuel flowage fees, equipment rental rates; banner towing fees; amending Section 39.4, "Other Rates, Fees, and Charges and Collection", revising terminal recheck fee; providing severability; providing for inclusion in the Administrative Code; and providing for an effective date .

ACTION: (T-2:44 PM) Approved. (Scrivener's error – See County Administrator's report: Line 8 in Motion, strike "banner towing fees," and Page 3, Paragraph 2, Line 3 reads, "...from approximately \$4,900,000 per year to \$3,500,000 per year..." should read "...from approximately \$5,500,000 per year to \$4,100,000 per year...") (Refer to minutes for full discussion.)

VOTE: 8-0.

63. COUNTY ADMINISTRATOR'S REPORT

ACTION: (T-3:55 PM) No Report was presented.

64. MAYOR'S REPORT

ACTION: (T-3:55 PM) No Report was presented.

SUPPLEMENTAL AGENDA

COUNTY COMMISSION

65. MOTION TO DIRECT staff to produce a Request for Letters of Interest (RLI) regarding development of affordable housing on the Flagler Point property. (Commissioner Rodstrom)

ACTION: (T-11:49 AM) No Board action was taken. (Refer to minutes for full discussion.)

COMMISSION MINUTES

MEETING/WORKSHOP NOTICES

WATER RESOURCES WORKSHOP

Tuesday, June 5th, in Room 430 at 12:00 p.m.
or immediately following the morning Commission meeting

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT NOISE DEMONSTRATION

Tuesday, June 5th, between 4:00 p.m. and 6:00 p.m.
(locations to be announced)

BOARD OF COUNTY COMMISSIONERS DRAFT EIS and RUNWAY ALTERNATIVES

Tuesday, June 5th, at 6:00 p.m.
Broward County Convention Center, Floridian Ballroom A (3rd Floor)
Fort Lauderdale

COMMISSION MINUTES

THE BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
MEETING OF
JUNE 5, 2007

9:12 A.M.

A meeting of the Broward County Board of County Commissioners, Broward County, Florida, was held in Room 422 of the Government Center, Fort Lauderdale, Florida, at 9:12 a.m., Tuesday, June 5, 2007.

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

CALL TO ORDER

MAYOR EGGELETION: To order and I would like for us to Pledge Allegiance to the flag.

(PLEDGE OF ALLEGIANCE.)

MAYOR EGGELETION: Now, it's noted, I would like to recess the Board of County Commissioners meeting on June 4th, and the time is 9:12 in the morning and we will assemble in Room 430 for an attorney/client meeting.

(THE MEETING RECESSED AT 9:12 P.M. AND RECONVENED AT 10:50 A.M.)

MAYOR EGGELETION: Okay. Good morning. Good morning, ladies and gentlemen. I would like to the Board of County Commissioners Broward County, Florida, meeting to order.

Well, let me just say I would like to reconvene the Board of County Commission meeting on Tuesday, June 5. The attorney/client session is now ended and we are now reconvening the main meeting.

I would like us to all stand and observe a moment of silence for all of the soldiers who have given their life for our freedom in Iraq and other places around the world. If you would, please, let's observe a moment of silence.

(Moment of silence.)

MAYOR EGGELETION: Thank you.

COMMISSIONER GUNZBURGER: Mayor?

COMMISSION MINUTES

MAYOR EGGELETTION: Yes.

COMMISSIONER GUNZBURGER: A point of personal privilege, please. I would like everyone to remember in their thoughts and prayers my aide, Amy Rose, who is in the hospital. She entered the hospital this Saturday night because of extreme pain and they are checking it out and it will probably lead to some surgery.

MAYOR EGGELETTION: Thank you.

Also, I would like you to remember Commissioner Keechl whose father and also my father who are both hospitalized, today in your thoughts and prayers. I hope them and wish them a speedy recovery. We've already pledged allegiance to the flag in our previous meeting but I guess since the audience is here we should observe and do it again.

Let us all pledge allegiance to the flag.

(PLEDGE OF ALLEGIANCE WAS LED BY MAYOR EGGELETTION.)

MAYOR EGGELETTION: Ladies and gentlemen, it is my intent today to adjourn this meeting at exactly 11:50 a.m. so that we can have a workshop at 12:00 noon. The workshop at 12:00 noon will end at 3:30, and we will then move over –

COMMISSIONER GUNZBURGER: (Inaudible.)

MAYOR EGGELETTION: Oh, that's right. The workshop at 12:00, I'm sorry, will end at 1:30 and we will move into a public hearing at 2:00 and that meeting will adjourn at 3:30 at which time we will proceed to the convention center where members will board buses at 4:00 p.m. for two sites, and then we will return back to the convention center for a 6:00 p.m. public meeting. So you see we have a very long meeting day today and hopefully, we will get home sometime around 12:00 midnight.

COMMISSIONER JACOBS: Tomorrow?

MAYOR EGGELETTION: No, 12:00 midnight today.

COMMISSIONER GUNZBURGER: Mr. Mayor?

MAYOR EGGELETTION: Yes.

COMMISSIONER GUNZBURGER: I understand how important our workshop at noon, but if we find that we are still quite bogged down on our morning meeting, is there a chance that we could reschedule the workshop for another date?

COMMISSIONER LIEBERMAN: Absolutely.

MAYOR EGGELETTION: I don't want to reschedule it because to do so, we have already rescheduled this workshop once or twice. It is important that we have it for certain members on the Board of County Commissioners and it's just too difficult to get meeting times on our agendas to do that. So I want to have the workshop and we just have to deal with this, and the length of these meetings are controlled by all of you, everybody on this dais. So I would just ask you to, if – you know, everybody have a list of questions that you've already asked, gotten the answers to the questions. If you have the answers, you

COMMISSION MINUTES

know, you have the answers. So, you know, I want to try to let's move through as quickly as we can move through it.

CONSENT AGENDA

MAYOR EGGELETON: Let me just say, the Consent Agenda, ladies and gentlemen, is Items 1 through 53.

The Regular Agenda is Item 54 through 64. On the – let me just say, we have withdrawals, Item 4 has been withdrawn for further staff review.

Item 48 is deferred until January 15, 2008 or sooner, under Section 5-181(J) of the Land Development Code to study the compliance with the Land Use Plan.

Item 52 is deferred until June 26, 2007, at the applicant's request.

Item 53 is deferred until June 26, 2007, at the applicant's request.

Item 56 is withdrawn, Commissioner Keechl's request.

We have Items 46, 57, and 59 are being deferred for up to two weeks to give the County Attorney an opportunity to look at those items.

COMMISSIONER LIEBERMAN: (Inaudible.)

MAYOR EGGELETON: Item 46, 57 and 59.

COMMISSIONER LIEBERMAN: Seven.

MAYOR EGGELETON: Wait a minute, Item 46, 57, 58 and 59 are being deferred to allow the County Attorney an opportunity to look at those items. Okay?

We have scrivener's errors on Item 40. Please change the June 21, 2007 Budget Workshop schedule from 9:00 a.m. to 11:00 a.m., and the October 16, 2007 Proposed 10:00 a.m. Workshop with the MPO to August 14th at noon.

Item 44, the motion reads: 10:00 p.m., and it should read: 10:00 a.m.

Item 45, the motion reads: 10:00 p.m., and it should also read: 10:00 a.m.

Item 62, line 8, in Motion, strike "banner towing fees", and Page 3, paragraph 2, line 3 reads: "...from approximately 4,900,000 per year to 3,500,000 per year..."; it should read: "...from approximately 5,500,000 per year to 4,100,000 per year..."

There is additional material that is contained in your Board Packet on Items 2, 2A, 2B, Item 3, 36, 38, 60, 61.

At the Mayor's request, if there is no objection, only if there is no objection, only if there is no objection – I would like to move –

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: I do.

MAYOR EGGELETTION: Okay. Do you know what item I'm talking about?

UNIDENTIFIED SPEAKER: I do.

MAYOR EGGELETTION: So 62 will then remain on the agenda. Okay?

COMMISSIONER LIEBERMAN: Sixty-two is on there?

MAYOR EGGELETTION: Yes. It's already on the regular agenda. I was going to move it to consent but it will stay on the Regular Agenda.

Additionally, please, observe the workshops that are contained in the agenda and are also posted on the website. Members, if there be no objection, I want to take one item out of sequence today, and that is after we have done the pulls from the commission and the audience because I don't know if we'll get to it and I see them here, if there is no objection, I would like to move the Delegation request, which is a short 3-minute request, we always know, Item 54 to the front of the agenda if there be no objections. That is after the pulls because I don't know if we'll even get to that item today.

So at this particular time, Commissioners, are there any pulls? And I'm going to start with Commissioner Jacobs first.

COMMISSIONER JACOBS: No pulls, Mayor.

MAYOR EGGELETTION: No pulls. Commissioner Wasserman-Rubin, are there any pulls today?

COMMISSIONER WASSERMAN-RUBIN: No, thank you.

MAYOR EGGELETTION: Commissioner Lieberman, are there any pulls?

COMMISSIONER LIEBERMAN: Eighteen, 37 and 38. It will be fast. It will be because Commissioner Gunzburger's pulling them.

MAYOR EGGELETTION: Commissioner Keechl, any pulls?

COMMISSIONER KEECHL: Yes, 18, 38.

MAYOR EGGELETTION: Commissioner Gunzburger, any pulls?

COMMISSIONER GUNZBURGER: Eighteen, 38.

MAYOR EGGELETTION: Commissioner Rodstrom, any pulls?

COMMISSIONER RODSTROM: Eighteen.

MAYOR EGGELETTION: Vice Mayor Wexler, any pulls?

VICE MAYOR WEXLER: Eighteen and 38.

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: It's a pattern here.

MAYOR EGGELETTION: Really. Okay.

And I would like to pull Item – I think one of those items have been deferred. Yes. I'd like to pull – well, 46 has been deferred – Item 47. I do not have any conflicts with Item 47, however to avoid any appearance of a conflict, I wish to abstain from voting on Item 47 to avoid even the appearance of a conflict on that particular item.

Are there any pulls from the audience? Any member of the audience wishing to pull an item from the Consent Agenda today?

COMMISSIONER LIEBERMAN: Move approval of the consent agenda.

MAYOR EGGELETTION: Wait just a minute. We do have two pulls from the audience or two persons wishing to speak on Item 38 and 18 as well. So we have two members of the audience, a Kathy Bird and Steven, looks like McGonigle have pulled those particular items as well.

So I will take a motion on the Consent Agenda.

COMMISSIONER LIEBERMAN: Move approval of the Consent Agenda.

COMMISSIONER GUNZBURGER: Second.

MAYOR EGGELETTION: The Consent Agenda has been moved by Commissioner Lieberman, seconded by Commissioner Gunzburger?

Any objection?

Any objection?

Without objection, show the Consent Agenda with the exceptions of Items 18, 38, 37 and 47, pass without objection.

VOTE PASSES UNANIMOUSLY.

AGENDA ITEM 18 & 38

MAYOR EGGELETTION: Let's move to Item 18.

Commissioner Lieberman, you're recognized.

COMMISSIONER LIEBERMAN: A number of us pulled 18, and I think really the problem is 18 and 38 seem inconsistent with each other. If, in fact, there's decreased utilization of the parking, then it doesn't make sense that there would be increased utilization of the library.

MAYOR EGGELETTION: Oh, wait a minute. Wait a minute. Excuse me a minute. I'm sorry, Commissioner.

We did vote on the Consent Agenda – here's what I would like to do, and I just remembered. I made myself a note of that. I apologize --

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: That's okay.

MAYOR EGGELETION: – for cutting you off. Eighteen and 38 are both, I believe, connected to the hip.

COMMISSIONER GUNZBURGER: So do we.

COMMISSIONER LIEBERMAN: Right.

MAYOR EGGELETION: So and I think – so what I would like to do is to take both of those items together so any discussion you have on 18, I'd like it tied to the hip on 38. So, commissioner, if you could do me a favor, if we could take Item 37, which was your items –

COMMISSIONER LIEBERMAN: Yep.

MAYOR EGGELETION: – let's do that item first.

COMMISSIONER LIEBERMAN: Okay.

MAYOR EGGELETION: And then if you could take – if someone could make a motion on Item 47 for me.

AGENDA ITEM 47

COMMISSIONER LIEBERMAN: So moved, 47.

MAYOR EGGELETION: Okay. The item has been moved by Commissioner Lieberman; seconded by Commissioner Gunzburger.

All in favor.

MAYOR EGGELETION: I'm abstaining.

Let the record reflect that the Mayor abstained from voting on Item 37. I read into the record --

COMMISSIONER LIEBERMAN: Forty-seven.

MAYOR EGGELETION: – 47, the reason for my abstention.

VOTE PASSES UNANIMOUSLY WITH MAYOR EGGELETION ABSTAINING.

AGENDA ITEM 37

MAYOR EGGELETION: Let's move to Item 37.

Commissioner Lieberman.

COMMISSIONER LIEBERMAN: I think what concerns me the most about Item 37, and I understand we're just on a motion to file and to adopt the County Auditor's recommendation. This Commission – and I want to commend you, Evan, for the volume of work here. This Commission for several years in a

COMMISSION MINUTES

row has said: Are we breaking even where we're doing these contracts? Formerly, we've gotten the answer yes. Your audit says no.

Your audit says that the division lost 1.1 million in the fiscal year '05, and 455,847 in fiscal year '06, and because of all of the issues we're dealing with in terms of our budget process, the question I asked of my colleagues is, the Auditor says he believes that the fiscal year '07 rate increases, the division won't even break even because standard reviewers are being billed at lower rates as inspectors and not as reviewers.

So despite the rate increase – I understand the need to have capacity and we entered into this business of being, quote, municipal service provider, we said what we would do is, A, that they would always break even, these services, because we were not going to underwrite them. We were going to do the services because there was a need in the community for services of this kind.

Now it appears that there's even an issue with the posse system hindering the ability to monitor productivity which was what we were hailed as being the system that was going to tell us how well this is working. And finally, the program itself is probably not going to break even. So at the next rate increase our rates will be higher than private enterprises doing similar types of work.

There is another company out there that does the same type of work, and the reason all of the cities don't contract with us is that some of them have contracted with the other contractor. So, I mean, I'm going to make a motion to file but before we go to our next budget hearing, Ms. Brangaccio, this issue about not breaking even on building services and the plan review has got to be fully investigated and discussed because it was never the intention of this Commissioner, and I believe it was never the intention of my colleagues, to underwrite this. We were always told it was a break even service.

And with that, I'll move the item.

COMMISSIONER JACOBS: I'll second, Mayor, with a further comment.

MAYOR EGGELETON: The item has been moved and seconded. Discussion?

Commissioner Jacobs followed by Vice Mayor Wexler.

COMMISSIONER JACOBS: Thank you. I'm not going to reiterate all the points upon which I agree with Commissioner Lieberman, except to remind the Board that we knew going in that there was going to be a situation where we had to make up that loss, and so while we said we wanted this division to break even, we didn't take the direction that we were going to do it all in one year. It was going to be spread over multiple years. So we're about there.

My concern that echos what Commissioner Lieberman is saying is that, should we get to that final year, and we are still not breaking even, now we have a concern. We knew going in there was going to be a loss, we'd spread it over several years because the impact was too great to be sustained in the same year in which the changes occurred. However if we get to the end of this balanced approach and we find out that it's still out of whack, then we need to readdress it.

MAYOR EGGELETON: Vice Mayor Wexler.

VICE MAYOR WEXLER: Just a quick comment. I did take a little while last week and meet with folks from this division regarding this actual audit, not the audit shop, but who you audited. And I'm not going to belabor it at this point but, Ms. Brangaccio, when we do discuss this at budget time, one of the things I would like to see and have thoroughly understood by the Commission because I'm looking at graphs in

COMMISSION MINUTES

2008 show complete neutrality as far as costs. However, if factored in means that we are not – that we have increased revenue – the cost so that we're no longer competitive –

COMMISSIONER LIEBERMAN: Right.

VICE MAYOR WEXLER: – then I need to know that as well, and I don't know this at that point. I see lovely graphs that show 2008. Revenue and expenditures are exactly the same, but I need the backup information that shows what kind of charges would be forthcoming in order to make us that, because I don't believe we are competitive, then we're probably not going to get there.

MAYOR EGGELETON: Okay. Very good. The item has been moved and seconded.

Any objection?

Any objection?

Without objection, show Item 37 pass unanimously without objection.

VOTE PASSES UNANIMOUSLY.

AGENDA ITEMS 18 & 38

MAYOR EGGELETON: Let's move to Item 18 and 38. Members, we have two members of the audience that are here to speak. Let's let the audience speak first. The first person is Kathy Bird. Mrs. Bird, you're recognized.

MS. BIRD: Good morning. My name is Kathy Bird and I work for SEIU Local 11. I would like to speak about Item 38, and Steven McGonigle will speak about Item 18. Regarding Item 38, we expressed our concerns of county funding to the Alvin Sherman Library to the County Auditor. We are happy to see that the County Auditor addressed many of our concerns. Specifically, we were concerned that there wasn't a clear way to track library usage and the county may be paying more than its fair share of library costs. We want to applaud the Auditor's timely and thorough report.

One concern that we have is the time frame and review of public usage. The public usage review is from June 1, 2007 to November 30, 2007. The majority of students are on campus September through May. So three out of the six months, that usage will be assessed on months when large numbers of students are not on campus. This may provide the county with an accurate picture of library use – or this may not provide the county with an accurate picture of library use.

As we mentioned in our letter to the Auditor and as you have heard for months, this is not the only area where Nova has failed to act responsibly. As you may know, workers on Nova's campus have been fighting for their right to form a union for over a year and we have evidence that leads us to believe that Nova directly interfered with this right. These workers have filed charges with the National Labor Relations Board and we anticipate a decision soon.

Nova should be a responsible member of the Broward community and contribute to raising standards for workers and residents alike. We believe Nova should be held accountable for its actions whether it is for the treatment of its workers or the misrepresentation of its library usage. Thank you.

MAYOR EGGELETON: Thank you.

Mr. Steven McGonigle.

COMMISSION MINUTES

MR. McGONIGLE: I just want to make sure that the county is fairly compensated for the reduction in parking spaces. It is not clear to me how the figure, \$325,200, was determined. If you use a proportion of cost, the county should be paying much less. By reducing the number of parking spaces available to the public, the library decreases public access and lowers the opportunity for revenue from these parking fees. Since it is still unclear what percentage of the public uses the library, it is difficult to determine how much the county should be compensated for the reduction in parking spaces.

The fiscal year 2008 estimate of the county's obligation to NSU for parking garage construction cost is \$885,593. The county's annual obligation for parking garage construction cost is reduced by parking fee revenues. Parking fees have generated average annual revenue of \$63,210 during the last two fiscal years. In the first year of the term of the proposal, approval of the First Amendment with further reduce the county's obligation by \$325,200. In the second year of the term, it would reduce about an additional three percent in the amount of \$334,956. By the public giving up all of these parking spaces, their ability to use parking there is going to be reduced by between 70 and 75 percent, and I think that the cost that the county is paying should be reflected.

And on behalf of the Nova workers and myself, I want to thank you and I hope you will continue to hold Nova accountable when it comes to our taxpayer dollars and when a university allows its contractors to violates the civil rights of working people.

MAYOR EGGELETTION: Thank you.

Commissioners, I have one, two, three – I have five Commissioners signed up to speak on 18 and 38. We're joining 18 and 38 at the hip so if you want to fuse your discussion, please, do so but, please, bear in mind that we – our first session ran over substantially. We will be out of here at 11:50. You still have the rest of the agenda to do. If someone has said something that you're going to say, please acknowledge the fact that they've expressed your sentiments so that we can move on with the discussion.

Commissioner Lieberman, you're recognized on Item 18 and 38.

COMMISSIONER LIEBERMAN: I pulled 18 and 38 because to me, they're inconsistent. If there's a need to reduce the parking because it's not being used, then there can't be an increase – or I had a hard time believing there's an increase in library utilization. This is not an area where people walk to the library except if they are Nova students. If they are Nova students or BCC students who are on one of the campuses, then they may walk or they may use that little bus, but this is not a library that is accessed by mass transit. This is not a library that is accessed by students walking.

The second reason that I pulled both items is I'm not sure that the compensation that's discussed in 18 fairly reflects what the compensation should be to the county. And the reason for that is because the revenues that we get from our parking spaces are used to offset our payments so when you reduce our parking spaces, it means that there's less revenue coming in to the agreement to offset our total costs. And nothing that I looked at told me that the pro rata reduction in parking spaces, pro rata reduced appropriately our commitment for payment because less of the revenue was being given to us from parking spaces.

And then the third reason that I pulled it is, I appreciate all of Evan's hard work, and I have to tell you – and I guess there's a fourth reason, is Commissioner Keechl and I got different answers to the same question with respect to the documents issue on the library usage. I had e-mailed Mr. Lukic who said it's not unusual that these kinds of documents aren't kept and it's normal – for there to be this normal destruction. I guess the County Attorney's Office said it's a breach of the agreement. So, you know, that's an additional issue.

COMMISSION MINUTES

But the fourth reason is, I'm uncomfortable relying on the interim data. A whole year's worth of data, which is really what needs to occur, takes into effect reciprocal nature of usage over a 12-month period. It would be roughly a quarter of the usage. However, in the trial period, half of the usage is vacation time. So I think may proportionately show us the number of users who are not otherwise students.

And I guess the one other thing going forward is, we need to get some sort of a different accounting measure for the number of public using the library. If someone is a student at Nova, but they say: I live in Broward County, how are they being calculated?

MAYOR EGGELETTION: Is that a question to anyone on the dais, Commissioner?

COMMISSIONER LIEBERMAN: Well, I guess to Mr. Lukic.

MAYOR EGGELETTION: Mr. Lukic. Mr. Lukic, you're recognized.

MR. LUKIC: Could you rephrase the question for me?

COMMISSIONER LIEBERMAN: Someone who's a student at Nova who goes to the library and says: I live in Margate.

MR. LUKIC: Uh-huh.

COMMISSIONER LIEBERMAN: Or you know – and I think the other part to this and it wasn't part of what you looked at, is, Nova's part of a huge educational community. You've got Nova. You've got BCC. You've got FAU. You've got the extension service for U of F, and there is no differentiation in the product that we got that shows students at companion universities versus actual residents.

MR. LUKIC: What we did in reviewing the utilization to the degree we could was we looked at the employee census as well as the student census and compared that to what the categories were within the system where they're tracking usage, and we found that the numbers of students and the number of employees was representative of those populations that would be expected to exist. We looked at their rosters and we looked at their employment data. So that's how we arrived at validating or affirming that the categories seem to be appropriate.

So we end up with knowing that out of the 38,000, 40,000 records there, that they've included all the employees and included all the students. Students from other universities are not a topic of discussion in the agreement. So I am not sure that we could exclude them or include them based on the existing agreement. So that's how we arrived at knowing whether or not, at least their students were characterized correctly in the database.

COMMISSIONER LIEBERMAN: I appreciate, Mr. Lukic – I'm not taking issue with your study. Your studies were well-done and brought some other issues to my attention. My concern is that maybe we're not asking for data to be kept in the right manner for us to be making the correct decision. I realize that students from other universities are not part of the financial calculations under the library, but nonetheless, the purpose of making an informed decision, in my mind, it is educational to know how many Nova students and employees and what safeguards there are that somebody whose at Nova doesn't show up as somebody who lives in Margate versus a Nova student? How many are students are from other campuses and how many are the public at large?

MAYOR EGGELETTION: Okay. Very good.

COMMISSION MINUTES

Commissioner Keechl, you're recognized.

COMMISSIONER LIEBERMAN: I'm sorry. I guess, Mayor, for me, I'm not willing to approve this interim payment to Nova without a better look at the issue of the three months or 50 percent and that's a time, even though there is activity because Nova does run its law school in summer and it has summer programs, it's not the same as it is on a full-year basis.

MAYOR EGGELETON: Okay. Commissioner Keechl.

COMMISSIONER KEECHL: Thank you, Mayor.

I'm well-aware of the fact that we have a joint use agreement with Nova and as I said previously, in the light of the way they treated their workers, if I had my way, I'd cancel the contract, but I can't. But what I can do as a County Commissioner, I can look at these agreements very carefully as most, if not all of us, said we were going to do when we expressed our collective disappointment with the leadership of Nova regarding the way they their workers and the way they treated us when we argued on behalf of their workers.

Having said that, I've looked at both of these contracts very carefully. And in reviewing them, I'm not interested in giving Nova anything I don't have to give Nova. With regard to the parking spaces, I'm not comfortable approving this. We know Nova wants these parking spaces. This Board wants Nova to treat its workers with some respect. So with regard to the parking spaces, if I were to give in to Nova's request, then I would charge them more than the recommendation. So I'm not going to support that and I would urge my colleagues strongly, strongly urge my colleagues not to support that.

We said at a previous hearing when we criticized Nova's leadership or lack thereof, there will come a time when we could use what little leverage we have to express our disappointment. This is one of those times. I'm not saying in the end I wouldn't agree to give these parking spaces to Nova, but I'm not going to do it at this cost, especially in light of the backup material that indicates, at least two examples, where the numbers per parking space are higher.

Commissioner Gunzburger brought up an interesting question in a pre-agenda meeting, which I also brought up which is: Why do you need these spaces? If Item 38, which is the item that deals with contribution to the operating expenses indicates that the public is using 52 percent basically of this research library, then you surely don't need these parking spaces. So I agree with Commissioner Lieberman as well, something doesn't make sense here.

With regard to the 40 percent number, if I'm obligated under the contract according to the County Attorney, to pay 40 percent, so be it. I'll do it but under this contract there's a mechanism that will give Nova 50 percent. Nova had an obligation under this contract to prove to us that the usage qualified them for the 50 percent number. Under the agreement, as all my colleagues know, in order to get the 50 percent they would have to prove physical entry into the facility or circulation of materials or use of online resources by indicating 50 percent or more usage by the public. They utterly failed to do that. Generally, I would say, it's a fair mistake. Although in light of the way they've been treating the workers, I'm not so sure.

The Auditor did a great report. I disagree with his recommendations, but he did what his job is. But we learned from his report that Nova utterly failed to keep the records or to put the mechanisms in place that would enable them to this 50 percent increase which, as we all know, is -- in this time of budget crisis, is almost a million a year. Why would we, in light of the way they've acted to their own labor force, why would we give them the benefit of the doubt?

COMMISSION MINUTES

The Auditor's report suggests that we look to the future and go through an interim period to confirm some small data that they've kept, notwithstanding the fact that the contract required them to keep the data and they destroyed it. I'm not willing to do that. The contract doesn't require that. The County Attorney's told us that we have no legal obligation to pay them the 50 percent.

Lastly, and then I'll shut up, with regard to all of this, we're in a budget crisis, everyone. I'm the liaison to the Community Services Department. Under our proposed budget cuts, we're going to be asking Nova to voluntarily take a cut from the 40 percent. Nova apparently has apparently indicated to the appropriate individuals at the county that, in good faith, they're willing to do that. I guess we're going to find out whether or not they're willing to work with us in good faith, but it makes no sense for us to give them the 50 percent when they're not entitled to it, and we know that we're going to actually ask them to take less than 40 percent.

So what I'm suggesting is we deny both of these items and we settle this globally. Let's see if Nova comes back to us and acts in good faith, unlike how they treated their workers, and then we'll deal with the parking space issue. But I cannot support this, and I strongly would suggest that my colleagues do what the vast majority of them said they were going to do last month, and that's to look at these contracts carefully. So I would deny both of these motions.

MAYOR EGGELETON: Commissioner Gunzburger, you're recognized.

COMMISSIONER GUNZBURGER: I happen to concur with the remarks that have been said by the previous speaker. I've always loved math and the mathematics don't add up. In this case, one and one are not making two, they're making eleven. If you need only 10 percent parking spaces for the public, thereby diminishing the county's income from the parking garage and increasing our contribution to the university, it doesn't make sense. If only 10 percent are needed for the general public, then our contribution should be 10 percent to the overall budget of the library. Period.

And I will second your motions when the time is appropriate, Commissioner Keechl.

MAYOR EGGELETON: Thank you. Commissioner Rodstrom, you're recognized.

COMMISSIONER RODSTROM: I wouldn't deny this today. What I would do is defer it because I, like Commissioner Keechl, think it's appropriate to deal with this globally but I think it ought to be done at the budget time when we're doing everything, so that would be my motion.

MAYOR EGGELETON: We'll get to all the motions.

Vice Mayor Wexler, you're recognized.

VICE MAYOR WEXLER: Thank you. Commissioner Rodstrom, I like to keep an escape route and it's why I believe we connected 18 and 38 together. As I see it, the only leverage that we have is 18. I, Mr. Hanbury, Dr. Hanbury was kind enough to do a tour for me, with me and the parking garage, a good portion of the parking garage is vacant during the day. They need those parking places. I'm not going to sit here, I don't know, I did not calculate what the correct dollar amount should be. I've listened though to the speaker. I've listened to some of your comments, I would – and I am going to support deferral today, Commissioner.

I would very much like justification of how this dollar amount was attained, what it was based upon, just some more backup information the next time I see this. I would also like to see as we move through this project – and I think it's the contractual language that's interesting that's part of the backup for 38, and I would like to have answered and I neglected to ask this yesterday or on Friday, the contribution that we

COMMISSION MINUTES

are and have been making to this facility is pretty substantial. I suspect that our next biggest library contribution is the Main Library downtown, and I'd like to see a comparative of what we do as far as materials, what we spend on materials, periodicals, journals, what we do for the general running of the facility in comparison to that facility, give me some – number of employees. Give me something that I can look at and do a comparative in my analysis as far as a best practice is concerned because right now I just have a snapshot of what is happening at Nova Southeastern with this library.

One of the things I did in my pre-board inquiry, pre-today inquiry was asking about the utilization for the snapshot in time which was February, and the answer was a decrease in general public access during that month and I thought that was kind of telling because as Commissioner Lieberman knows, particularly representing the West Regional Library which has been – I believe they shut it down in January sometime or February?

COMMISSIONER LIEBERMAN: (Inaudible.)

VICE MAYOR WEXLER: Well, it's been shut down for quite a while, and I wondered – and I know I tell everybody as I'm sure you do, where can I go to the library? Well, go to Nova Southeastern. Oh, gosh, I forget that that's a public library, and people do absolutely forget, at least in Central Broward County that it is for the public use. And so I feel like I've been a one-man band out there kind of drumming up some public participation.

But one of the things that I was – and wanted confirmation and maybe I didn't read it properly and I really would like Mr. Lukic to confirm this for me. It seemed to me that the contractual language had trigger mechanisms every five years, and this is five – right now, we're going through this process because by prescription in the contract, it's there to do this review.

The contract also gives, if I'm correct in understanding, three different calculators: Physical entry, circulation of material, and use of online records, and it's an "or." It's an "or" as I understand it for them. It's not a compilation of all three tallied together or the one that could be justified through the use of data, it's "or". You've got one at 75 percent, one at 52 percent and one at not even 1 percent. So I'm struggling with that to try to get my arms around what have we agreed upon, what methodology – and you seem to be focusing on circulation of materials, and I think that's excellent. I think that you can actually quantify, document, once the records are maintain for the length of time that you're requesting.

For me, I would very much like to not wait for the next five-year window to do a calculation. And so I didn't understand – I think I don't understand it right so I'm asking you the question: Has Nova Southeastern, Mr. Lukic, agreed to do a shorter or an interim calculation based on circulation of materials or are we going to wait for the next five-year window?

Mayor, if I may ask Mr. Lukic?

MR. LUKIC: Nova, with our discussions with Nova throughout this period, they have agreed to an interim period currently that we would look at and part of that process would be to validate the recorded usage for the measurement period. They also agreed that any change in the percentage would be retroactively applied, and that was presuming that the payment increase would go in effect July 1st. So that's where we're at.

One of the things I would like to mention about the percentages. The volume of total circulation and the volume of attendance at the library is one factor. If you look at Nova's circulation statistics, just because 52 percent – what I'm trying to say is just because 52 percent is public usage doesn't necessarily mean that you have a high volume of transactions or people coming to the library. So make sure we understand that you can have a low volume and a higher percentage. It just depends the percentage of one versus the other out of the total. So just because there's a 52 percent or a 60 percent or 70 percent

COMMISSION MINUTES

number in public usage that doesn't mean that there's a growing circulation. It just means the comparison between public and nonpublic use is moving.

VICE MAYOR WEXLER: And the nonpublic use is defined as a Nova student, right, or employee?

MR. LUKIC: Or employee.

VICE MAYOR WEXLER: Right, but anyone other than a Nova student or employee is considered public.

MR. LUKIC: Yes, they do have a card system.

VICE MAYOR WEXLER: Yeah.

MR. LUKIC: So to take materials out of the library, just like ours you have to use a card. They use a card system just like we do.

VICE MAYOR WEXLER: I don't know what the intent of the Commission was back in 1999, but there's 1999, you provided me the information, Mr. Canon, and I thank you for that of when the contractual language had originally been approved by this Commission, but comfort level wise, I'm not particularly if the intent was to validate public utilization, all three of these methods are flawed. And I really think that we should – if they're willing to – and again, you happen to be an attorney. I'm not. Contracts can be amended and amended based on the agreeable agreeing of both parties.

I'm just not feeling any – even with circulation of materials, and I asked Mr. Lukic prior to the meeting, and a member of the general public could check out for publications, for books, and their circulation then would be for four, but it's only going to be one person. So I don't know if that was your intent. It wouldn't have been my intent to measure public utilization by that type of methodology. I do support deferring this today and having this folded into our budget discussion as we move forward. Thank you.

MAYOR EGGELETON: Commissioner Jacobs.

COMMISSIONER JACOBS: I agree with all the comments and in the interest of time I will only make the point that, Vice Mayor Wexler, you ask what was our thought process back when this library became – I can tell you that as a major proponent of this project that it was considered at the time to be innovative. It was the first of its kind. Nobody had done one before. Given the reputation of Nova, I took a huge leap of faith and moved forward. Had this type of discussion come up today with the reputation that I now know is solely within the purview of Nova, I would never have supported it. I don't support it now.

The – I agree with the comment that the methodology of public usage is flawed. If I am in the Pompano library and request a book that happens to be housed in this library, to me, that is not the same as public usage. It is circulation, but it's not, to me, what counts for parking spaces for walking indoors to that facility. So, to me, we have a contract. We are bound by the very tenets of that contract. I am not willing to give one iota.

We go to the wall on most of our contracts. Even though it may seem unfair later on, 5, 10 years down the road, there's a clause in a contract that allows the county to take a more stringent position than maybe otherwise we might and we give on this point, I am unwilling to give. If the contract says that we can get by with the 40 percent, that's where I want to see us stay.

MAYOR EGGELETON: Commissioner Wasserman-Rubin.

COMMISSION MINUTES

COMMISSIONER WASSERMAN-RUBIN: I won't repeat what my colleagues have said, only to say that it is sad that this could have been avoided.

MAYOR EGGELETTION: Thank you. Before I recognize someone from the dais for a motion, I have a Mr. George Hanbury from Nova Southeastern University, and then we'll take a motion from the dais.

Mr. Hanbury, you're recognized.

MR. HANBURY: Yes, sir. Thank you, Mr. Mayor. It won't take long. I certainly recognize and have heard the Commission speak. We will try to be fair as we can. We consider we've been fair the last five and a half years on an innovative project that we think still remains the only private not-for-profit university open to the general public.

Over 42,000 people have signed up for cards and a Nova Southeastern student, faculty or staff cannot be a general citizen checking out books. These are the cards (indicating). We issue cards to the citizenry which are entirely different and the names we check constantly. They cannot match so that is definitely something. I wanted to thank you the auditors. We are exceeding the contract over 50 percent. We hope that the county would live up to its contract.

Unfortunately, this has been a perfect storm this year. We recognize that, with the state legislature and of faring with the aspects of taxes and we understand the tax considerations. However, we hope that people look at libraries like education and the legislators are even excluding education in their considerations.

One point that I would like to take and point out, and unfortunately, this experience with contracted employees are being called NSU employees and I'm sorry that has clouded your opinion of the university and the good work we try to do in the community.

I would like to point out that the present employer who is a private independent contractor, landscaping is a certified minority employee and its contract, it has hired over 270 people, 96 percent are either African-American, Haitian or Hispanic. The employees were not hired by NSU, nor were they terminated by NSU. The contractors, over 11, bid on the contract for the contract. The people calling themselves NSU employees and even some of the Commissioners have referred to these employees as NSU employees. That's absolutely incorrect. We had no, none, determination on any role in their hiring. The only thing that we insisted on was that the new contractor provide health benefits and that is exactly what is being done by the new contractor.

The landscape and janitorial contract services provides free health benefits to all employees and pays higher wages than the previous contractor, UNICO, whose people that are there. And NSU went up for bid five months before Unico recognized the union, so it was not a union consideration or anti-union.

MAYOR EGGELETTION: Thank you so very much.

COMMISSIONER LIEBERMAN: I have a motion.

MAYOR EGGELETTION: Commissioner Lieberman for a motion on Item 38.

COMMISSIONER LIEBERMAN: All right. First of all, on Item 38, I have a motion to approve 38A, which is the motion to file the County Auditor's report and move the agenda with respect to 18 and 38B.

MAYOR EGGELETTION: Let's deal with each item.

COMMISSIONER LIEBERMAN: Okay.

COMMISSION MINUTES

MAYOR EGGELETION: Item 38, there's a motion by –

COMMISSIONER LIEBERMAN: Approve 38A –

MAYOR EGGELETION: – to approve 38A. Is there a second?

COMMISSIONER KEECHL: Second.

MAYOR EGGELETION: Second by Commissioner Keechl.

Any objection to 38A?

Any objection?

Without objection, show 38A approved without objection unanimously.

VOTE PASSES UNANIMOUSLY.

COMMISSIONER LIEBERMAN: Move the agenda on Items 18 and 38B.

COMMISSIONER KEECHL: Second.

MAYOR EGGELETION: Items 18 and 38, there's –

COMMISSIONER LIEBERMAN: B. 38B. Thank you.

MAYOR EGGELETION: 38B have been ensconced together. There's a motion to move the agenda. Is that going to be appropriate to do that? You can? Okay.

COMMISSIONER KEECHL: Second.

MAYOR EGGELETION: Item 18 and 38B has been ensconced together and the motion has been made by Commissioner Lieberman, seconded by Commissioner Keechl.

Any objection?

Any objection?

Without objection, show 18 and 38B pass unanimously without objection.

VOTE PASSES UNANIMOUSLY.

MAYOR EGGELETION: Ladies and gentlemen, that concludes the Consent Agenda.

REGULAR AGENDA

MAYOR EGGELETION: We will now move to the Regular Agenda.

AGENDA ITEM 54

COMMISSION MINUTES

MAYOR EGGELETTION: The first item on the regular agenda would be a Delegation request by Mr. Daniel D. Reynolds of the Federation of Public Employees.

Mr. Reynolds, you're recognized.

MR. REYNOLDS: Thank you, Mr. Mayor, Vice Mayor, Commissioners. Three minutes is really not enough time to discuss the issue of 12 long-term loyal public servants. We've been told that the job that they love is going to be terminated October 1, and that the new face of Broward County will be a stranger with a Wackenhut hat on instead of someone who has worked in the parks for many years.

The other question here though is: What as a policy do you, as a Commission, adopt in terms of dealing with the hard budget issues that are going to be facing us, given this irresponsible legislature's pandering to the public? What I'm asking you here today to do is please reconsider this issue of terminating the position of park ranger. I've asked people who are here to stand. There are others who couldn't be here.

The gentlemen you see before you and the women who serve in this position, they're all long-term valuable employees that are known by the public. You've got regular users of the parks who know these people. They know their faces. So now they're going to go in and see an inaccessible stranger who doesn't know the flora and fauna and who doesn't know the park and will be a revolving stranger because we know that Wackenhut has a high turnover. That Wackenhut employee is not going to be loyal to Broward County. If you look at the turnover rates, they're not even loyal to Wackenhut. So I'm going to ask – I know it's late in the game. I know it was a decision that was made in last year's budget.

These gentlemen found out about it in April that their positions were going to be eliminated, and even though the County has offered them other jobs, most of the ones of those who have applied for jobs they've applied for, they haven't gotten those jobs. Some of them determined that if Broward County doesn't want them, they're not sure they want to go to another job. They love their jobs. They're dedicated to their jobs. To go work in a wastewater plant is not what they envisioned service to Broward County being. So if you have any means of reconsidering this issue, of at least postponing it until we can find some other alternative than having the new face of Broward County being Wackenhut guards, I'd ask you to do that. And I'd like Mr. Brennan to speak the last minute.

MAYOR EGGELETTION: Excuse me.

COMMISSIONER LIEBERMAN: He can speak but he has to sign.

MAYOR EGGELETTION: He can speak but he's going to have to sign up. Okay?

MR. REYNOLDS: Okay.

MAYOR EGGELETTION: And this will end your time, all right?

MR. REYNOLDS: Yeah, I was – I had time left that he was going to speak with them.

MAYOR EGGELETTION: No.

MR. REYNOLDS: If you want to give him more time, that's fine.

MAYOR EGGELETTION: No. I'll give him more time.

COMMISSION MINUTES

MR. REYNOLDS: Thank you very much.

MAYOR EGGELETTION: Thank you. You can fill it out afterwards. It's just that you have to fill out an appearance card. Just state your name for the record, sir.

MR. BRENNAN: My name is Christopher Brennan. I've been a park ranger for Broward County for seven years now, and I do love my job. I've had the honor of working with these fine individuals back here who they offer a loveless service to county parks and the people in them that's unparalleled. It's not something that privatized security can offer. Privatized security can't tell you what plant you're looking at, what animal you've just encountered. They absolutely cannot identify a horse that's in the first stage of colic. That can mean the difference between life and death for all the horses at Tradewinds Park.

We've got a number of farm animals. I check on them nightly and that's just not something that a privatized security with a high turnover is going to be able to do for you. I am on a first-name basis with 90 percent of the regulars in my park. They know me. They ask for me and when they don't find me, they wonder where I am. With Wackenhut security in there, they're definitely going to be vocal about it. I enjoy my job. I know these guys do too, and we're going to be loyal employees until otherwise – the last day of employment. Thank you for listening to me.

MAYOR EGGELETTION: Commissioner Rodstrom.

COMMISSIONER RODSTROM: What kind of training do these folks have, typically?

MS. BRANGACCIO: I would have to ask either Larry Lietzke or Bob Harbin to speak specifically to the training or the certification issue.

MAYOR EGGELETTION: Mr. Harbin, you're recognized.

MR. HARBIN: Bob Harbin, County Parks. In answer to your question, they have normal opportunities that any other employee would for these positions, they're screened on their background and prior employment with other agencies, and then there's training offered like with any other employee.

COMMISSIONER RODSTROM: So then, I mean, do they have any specialized training?

MR. HARBIN: They have some manual trainings that they follow, like policy procedures for the division and how they handle certain circumstances, yes.

COMMISSIONER RODSTROM: But in seeking those positions, those persons who have filled those jobs in the past, was there any particular area of expertise that was sought out?

MR. HARBIN: Yeah, you have like military background, park ranger experience, security, those kinds of things.

COMMISSIONER RODSTROM: Okay. Thank you.

MAYOR EGGELETTION: Thank you. Okay. Thank you very much.

PUBLIC HEARING

AGENDA ITEM 55

COMMISSION MINUTES

MAYOR EGGELETION: Ladies and gentlemen, it's the first – the second item is Item 55. It's a motion to approve a contract for sale and purchase of land.

Commissioner Gunzburger, you're recognized on Item 55.

COMMISSIONER GUNZBURGER: I'd like to move it.

COMMISSIONER KEECHL: Second.

MAYOR EGGELETION: Item 55 has been moved by – oh, yeah, this is a public hearing. Anyone from the public wishes to speak on this item? Anyone signed up to speak? Seeing there's no one signed up to speak, the public hearing is now closed. Commissioner Gunzburger has made a motion. It's been seconded by Commissioner Keechl.

Any objection?

Any objection?

Without objection, show Item 55 pass unanimously without objection.

VOTE PASSES UNANIMOUSLY.

COMMISSIONER GUNZBURGER: Thank you. This is being saved from 51 stories, huge building on the beach.

(COMMISSIONER RODSTROM LEFT THE ROOM.)

AGENDA ITEM 60

MAYOR EGGELETION: Okay. Item 56, Commissioner Keechl, you're recognized.

COMMISSIONER KEECHL: Mayor, 56 has been withdrawn at my request.

MAYOR EGGELETION: Oh, yeah. That's right, 56 has been withdrawn. I'm sorry. And 57, 58. So the next item would be –

COMMISSIONER LIEBERMAN: Sixty.

MAYOR EGGELETION: You're right, Item 60. Item 60 – okay, let's go to sixty – just get ready.

AGENDA ITEM 61

MAYOR EGGELETION: Let's go to 61? 61 or – yeah, 61.

COMMISSIONER LIEBERMAN: Sixty-one and 62.

MAYOR EGGELETION: Okay. Item 61. Is there a motion on Item 61?

VICE MAYOR WEXLER: Move it.

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: Second.

MAYOR EGGELETTION: Item 61 has been moved by Commissioner – I mean, Vice Mayor Wexler; seconded by Commissioner Lieberman.

Any objection?

Any objection?

Without objection, show Item 61 pass without objection.

VOTE PASSES UNANIMOUSLY.

MAYOR EGGELETTION: There's – didn't we have an item –

COMMISSIONER LIEBERMAN: Sixty-two.

MAYOR EGGELETTION: Sixty-two, was that Commissioner Rodstrom –

VICE MAYOR WEXLER: Me. No, I did.

COMMISSIONER LIEBERMAN: He didn't want –

MAYOR EGGELETTION: Oh, I'm sorry.

VICE MAYOR WEXLER: No, 65 is added, Flagler Point.

(COMMISSIONER RODSTROM RETURNED TO THE ROOM.)

AGENDA ITEM 65

MAYOR EGGELETTION: Okay. Let's take Commissioner Rodstrom's item, 65.

Commissioner Rodstrom, 65.

COMMISSIONER RODSTROM: Can you show me voting in the affirmative on 51? I just missed that.

MAYOR EGGELETTION: Yes.

COMMISSIONER RODSTROM: Thank you. 65, I wanted to put this on the agenda as expeditiously as possible. As you know, we are in the process of getting the property back. I think we're going to reach some sort of amicable or such a thing, we're going to get paid the interest of the piers and we're going to void the default. We're going to get the property back.

So the real issue now is, what do we do with the property? And I think, you know, I've been approached by a number of developers, affordable housing type of developers who want to make proposals to us to do something with that property, and it seems to me that we should do a broad proposal process in seeking proposals. It should be affordable.

COMMISSION MINUTES

The reason I want to do it quickly is because by the time we get this back, we're going to be into the Florida Housing, the 9 percent tax credits, you really have to have your application in late in the fall in order to be even considered for the 9 percent tax credits. So if we drag our feet, they'll miss another cycle. Now that's not to say that the 9 percent tax credit is the only thing that could be done here. There's workforce housing and different types of Florida Housing programs and different programs the State has offered. So, you know, I think we really want to hear from the development community.

In the meantime, we need to find out from our side what we can do with the property. We want to know what the City of Fort Lauderdale's situation is as far as the number of units. Did these units sunset? Can we reinstate them? What happens with the alley way? Was there an application made by the developer for the alley way? If not, then we need to get the application done to vacate the alley way.

We need to do a few things, but in the meantime as we do those things, we should move forward, I believe, with some sort of RFP and entertain proposals from the development community, and then just to see what we get and then decide what we want to do with the property after we get those proposals.

MAYOR EGGELETON: Okay. Commissioner Keechl.

COMMISSIONER KEECHL: Thank you, Mayor. I'm not comfortable with doing this, Commissioner Rodstrom, although, clearly, it's well intended. We know that we have a limited amount of money available to the for profit and not-for-profit affordable housing entities. Last year, I believe this Commission transferred a couple of million dollars into the affordable housing fund that had a number of hearings with regard to that, and there's been a feeling out there in the community that the not-for-profit affordable housing community has – that's a little too strong, but basically, have been mistreated or not treated as well as the for profit affordable housing community.

Just the last week or week before, I read an e-mail or a memo regarding the Florida State Hospital Apartments and I was thinking to myself: Possibly if we sell this piece of property, we can utilize that money for something there. I just think that while that may be where we go in the long run, I think we're jumping too quickly. And we know as we go through this budget process, there's not a lot of places we can look to replenish the money in the affordable housing trust fund. This may be one of those. So I just don't think we should be doing this right now.

COMMISSIONER RODSTROM: If I could just interject something if you don't mind?

MAYOR EGGELETON: Just one minute. I want to find out if he's done. Are you done, Commissioner?

COMMISSIONER KEECHL: Yes, that's fine.

MAYOR EGGELETON: Commissioner Rodstrom.

COMMISSIONER RODSTROM: I just want to interject something, and I apologize. My intent is not to give the property to the development community. My intent is that we'll be paid for that property, because if our original intent was to give the property to the developer, then we wouldn't have had to take it back in the first place. So I think we ought to get paid back, but I want to see what proposals are and if those proposals are sure to getting us paid back, then I think that's a decision that we have to make as a board.

But I, like you, have not supported giving that property away and making that subsidy on that property. I would like to see that property remain affordable and there is a burden on that property that would require

COMMISSION MINUTES

part of that property to be affordable. So I'm not suggesting that. Just so you're clear that it was never my intent to give that property to the development community.

MAYOR EGGELETTION: Commissioner Keechl to respond.

COMMISSIONER KEECHL: Thank you, Mayor. Maybe that's the problem I have with a supplemental agenda item that I really haven't had time to think about, Commissioner, because this is going way too quickly and I need to think of the ramifications, and we have very limited amount of money. You and I may be on the same page but I just need a little bit more time to figure out exactly what we're going to do here.

MAYOR EGGELETTION: Vice Mayor Wexler.

VICE MAYOR WEXLER: I just want to pick up on one statement that Commissioner Keechl made about the ills of supplemental agendas. I think that it sounds reasonable and fair and I certainly didn't see anything wrong with moving forward with an RLI but I listened to Commissioner Keechl and I don't – maybe I don't know everything. Maybe I needed an opportunity or the – part of the supplemental is the community – it's not advertised. The community doesn't have an opportunity to weigh in on it and, you know, it's added the night before. Is there an issue with putting this on next week's agenda?

COMMISSIONER RODSTROM: No. Do you know what? We had a conference call on this last Wednesday and asked to be placed on the agenda. I was as surprised as you were to find that it was on supplemental. So I don't care. I have no preference.

VICE MAYOR WEXLER: Okay.

COMMISSIONER RODSTROM: I just want to get this thing done before the break.

VICE MAYOR WEXLER: Absolutely.

COMMISSIONER RODSTROM: So the proposers have ample time to go to Florida Housing to avail themselves of any programs that might be available at Florida Housing.

VICE MAYOR WEXLER: I – then –

COMMISSIONER RODSTROM: The only reason it's on supplemental.

MAYOR EGGELETTION: Okay. All right. Just a minute. Mr. Stone. Mrs. Brangaccio, Mr. Stone. I just want to make sure that the comfort level on the board is here. All right? Mr. Stone, can you please apprise the board of the application deadline for any Florida assistance, the State of Florida assistance with respect in or your agency's assistance with respect to any tax credits or funding that may be associated with this or other projects involving affordable housing in Broward County?

MR. STONE: There are a number of programs that are available that have varying deadlines and I wouldn't want to say at this particular time we don't have opportunities in that regard available to us in the future. We have missed this year's low-income housing tax credit cycle. That deadline you will recall, we did that work for our matching quarter million dollars for those applications back in February. That plays itself out through the Fall in September. So the next application cycle we'll start getting into probably will be in November for that type of help, which is what they have sought in the past, Reliance has sought in the past. That doesn't mean that there are other programs out there that might not be available in addition to that. They have different time frames.

COMMISSION MINUTES

MAYOR EGGELETTION: Okay. So the first one for low-income tax credits is due in what, November of '07?

MR. STONE: Well, it's due to the State in the spring, but to get our match, which all of them will require that to get the number of points to be competitive, they will have to submit their applications to us late this calendar year, November, December.

MAYOR EGGELETTION: Okay. So for the next funding cycle then, the applications to your agency to match it with the State is November of this year, right?

MR. STONE: Yes, sir.

MAYOR EGGELETTION: And how long does it take based on your meetings and – to score these things, how long does it take to get those things to you in order to do that? What's the time frame?

MR. STONE: We would have our recommendations to the Commission probably February of next year.

MAYOR EGGELETTION: Okay. But I mean to you, for you to score? It has to go to your agency for you to score and then it goes –

MR. STONE: It probably will be six to eight weeks.

MAYOR EGGELETTION: So six to eight weeks. So they need to get it to you, let's say, no later than September then if it's going to be November. Is that what you're telling me?

MR. STONE: The deadline to us would be November, then we would score it. That would take six to eight weeks.

MAYOR EGGELETTION: Okay. So the deadline to you then is November, need to get it to you by November. And that's for low-income tax credits. What about sales tax credits?

MR. STONE: I don't know on that, Commissioner.

MAYOR EGGELETTION: Okay. All right. Thank you.

I think the purpose here, members, is to, you know – I think we are all strong proponents of affordable housing, and, so is there any unreadiness on the Board to act on this or do you all want to defer it for one week?

COMMISSIONER RODSTROM: I'll bring it back on Tuesday as a Regular Agenda item with different backup and then you can lay out the time frame.

MAYOR EGGELETTION: Okay. Fine. Lay out – right, that's what I was going to say.

COMMISSIONER RODSTROM: That was the whole reason why I wanted to expedite this process, so we wouldn't be sitting there with that property two years from now wondering what to do with it.

MAYOR EGGELETTION: Right. Fine. Okay. Good. Good point, Commissioner.

Commissioner Keechl.

COMMISSION MINUTES

COMMISSIONER KEECHL: Just briefly. I think Mr. Stone would admit that he's come into his position and he's cleaned up a lot of messes. One of the things that you've done that I've heard from the community is you've been working with the not-for-profit community. Would you agree with me that in the past it felt sort of like a for the lack of a better word, slighted, which they haven't received the information they need.

MR. STONE: I've heard sentiments in that regard.

COMMISSIONER KEECHL: Okay. That's all I'm saying here, is that my colleagues to understand especially Commissioner Rodstrom. I may end up supporting this, but I want them to know what's going on because if they found out this happened through a supplemental agenda item, no matter how well-intentioned, they'll be like thinking we're doing something.

COMMISSIONER RODSTROM: I'm fine. I'm actually fine. It was not my intention to bring it supplemental.

COMMISSIONER KEECHL: I understand.

MAYOR EGGELETTION: Okay. And by the way, I – the first time I saw this was a day or two ago, so.

Commissioner Jacobs.

COMMISSIONER JACOBS: Just that when it does come back, that some of the tenets of an RLI, the pieces of it or the components of it are addressed as well.

COMMISSIONER RODSTROM: I think – here's what happened.

COMMISSIONER JACOBS: I mean, even if --

MAYOR EGGELETTION: Wait. Let her finish.

COMMISSIONER JACOBS: Here's the deal. I'm not saying that it's perfect when it comes back, but it's a point to begin discussion, and I've been there where things just kind of move themselves through the process, and the next thing you know --

COMMISSIONER RODSTROM: This is going to come back again. Staff told me that Commission had to authorize them to do an RLI for it to come back so you could approve it. So this was just the first step so it was based on that. I was just trying to get direction so we could have an RLI that was approved by the Commission by its last meeting in June so it could go out on the street. That was the whole purpose of this.

COMMISSIONER JACOBS: I get that. All I'm asking is when it comes back --

COMMISSIONER RODSTROM: So it's going to come back to you twice. You're going to vote to go tell them to do an RLI and then you're going to see their RLI. So now it's going to be two meetings in a row, they have one week to do the RLI. Maybe you would ask them that you kind of would like to see that RLI, and maybe you could --

COMMISSIONER JACOBS: Well, that's all I'm asking for. An RLI went out before, what are some of the things that staff is thinking about, when it comes -- now that it's already been here and we are all obviously going to move -- could some of that information come back the next time it comes back?

COMMISSION MINUTES

MAYOR EGGELETION: Okay.

COMMISSIONER JACOBS: The tenets of it.

MAYOR EGGELETION: I have every confidence that the Housing Finance Authority will bring something back to us for our consideration that will move the agenda forward –

COMMISSIONER JACOBS: Right.

MAYOR EGGELETION: – and provide for the appropriate party to emerge in the future. Okay?

Mr. Stone, I think you understand the urgency of the board and I think that we have every confidence that you'll go ahead and get this back to us along with assistance from the County Attorney so that we don't make any missteps legally as we move forward. Okay? Thank you – yes?

VICE MAYOR WEXLER: Before you move off of it, I think I'm going to sum it up even more succinct, in that really what you need as staff is direction. This RLI seems to me as if, at least the couple of not-for-profits that I know may not be aware of it. Direction that we may give you next week may also include – and I say may also include, that not-for-profit – it may have some kind of a component for them. I don't expect to see an RLI next week, and I expect to support this when it comes back the next time, but I think as we do the public's business in the public eye, that you want clear direction, we – this is the prudent way to proceed. So I'm going to see a very similar item come back and it's global and when I see the details, that's going to be based on – I'm done. I'm finished.

MAYOR EGGELETION: Please, thank you.

Okay, ladies and gentlemen, the hour is now 12:00 o'clock. We're going to recess the 10:00 a.m. meeting and have our 12:00 o'clock workshop. The items that we have not taken care of, which are two items, we'll come back for the afternoon meeting. The afternoon agenda is very short. We can easily deal with these items this afternoon.

COMMISSIONER LIEBERMAN: Are you sure?

MAYOR EGGELETION: I'm positive.

COMMISSIONER LIEBERMAN: Okay.

MAYOR EGGELETION: You have a very short afternoon agenda. We should finish with that agenda in no more than 15 minutes which will give you ample time to debate the items.

(THE MEETING RECESSED AT 12:03 P.M. AND RECONVENED AT 2:44 P.M.)

VICE MAYOR WEXLER: We will reconvene --

MR. NEWTON: We have 60 and 62.

VICE MAYOR WEXLER: We will reconvene the morning meeting. Just let me get it up here, please. And we are -- where is the (inaudible)?

AGENDA ITEM 62

COMMISSION MINUTES

VICE MAYOR WEXLER: We're on Item Number 60. I'd like to dispose of 62 as long as I have the gavel at the moment since it's an extremely small comment. Is it going to be long?

COMMISSIONER JACOBS: No, it's a comment.

VICE MAYOR WEXLER: Okay. All right. On 62 also? If not, I'll just wait. I'll just wait. I'll just wait. Yeah, 60 is going to be a long debate.

Commissioner Jacobs, you're recognized on Item 62.

COMMISSIONER JACOBS: I'm really troubled by Item 62's timing. It seems to me that next week the Legislature is convening to look at the saving -- rolling back taxes and all the things that they're doing. They're also looking at the issue of controlling revenue that counties may raise, methods, in order to make up for that funding which they may take from local government. And here in the midst of it, in fact, the week before, they go to do that. They're going to raise significantly all of the fees out at the airport. I understand that some of these things are necessary and must be done. I just think that the timing of it is ill-advised and, at this time, I'm not willing to support the item.

VICE MAYOR WEXLER: Okay. Thank you.

Commissioner Rodstrom.

COMMISSIONER RODSTROM: I mean, a couple of things come to mind. Frankly, they're out of money. They have no money. They've gone through the Rainy Day fund, so they have no money. If you don't vote for the increased rates and charges, then I guess -- you won't be able to make payroll? I mean, this is where we found ourselves because this is the deal that was cut. And what I object to is not so much these because I know we have to do them. I don't like them and this is systematic of what you're going to see more to come as we embark upon a greater construction project at the airport. Rates and charges are going to go higher across the board. But what is not here is the cost for enplaned passenger charge, and what is that story?

MR. BIELEK: The cost for increased passenger without these increases would be \$6.59 per enplaned passenger. With these increases, it's \$5.37 per enplaned passenger.

(COMMISSIONER WASSERMAN-RUBIN LEFT THE ROOM.)

COMMISSIONER RODSTROM: So what -- see, here's what's going on. What's going on is the original deal I heard was the cost per enplaned passenger was going to be around six and a quarter so they weren't going to do these wholesale increases in the parking but they've now gone back and cut another deal and they've lowered cost for enplaned passenger to get it into the \$5 range because, quite frankly, Southwest Airlines, they don't really go much over \$5. So they're pretty strong on this one. So that's why you're seeing the rates and charges increase on the parking side. Is that not right, Mr. Bielek? I mean you can do it one way the or the other, you can do it on the airlines or you can raise it in these fees?

MR. BIELEK: Well, the fees will increase on the airlines in any case. The difference is that with these increases, the fees on the airlines will only go to \$48.98 a square foot instead of \$70.27 a square foot. But what we're looking at, and particularly with parking increases, net/net on parking at this time is \$2.5 million, and that is because of increases in the debt service for the parking. So the increases in parking do nothing more than keep us even with where we were in 2003 with respect to cost and income from parking.

COMMISSION MINUTES

COMMISSIONER RODSTROM: I mean, I -- I wrestled with this myself because they're either going to charge the airlines more to land or you are going to increase these fees. That's, you know. I mean, I don't see any way out of this. I mean I agree with you. The timing is terrible and I'm surprised that we had to run out of money before this had to be on there.

The other thing is, I guess, are we going to have any kind of reserve at all?

MR. BIELEK: Well, we have some reserves. The timing on this issue is because we have to come back to you in August because we reset the airlines rates as of October 1. So we'll have to be back, usually at the end of August for a September public hearing to reset the airline rates. Without knowing what these charges are going to be, it's difficult for us to do the budget to set the airline rates.

COMMISSIONER RODSTROM: But if these charges are approved, when you come back in August, we're going to see an emplaned passenger charge in the high 5's?

MR. BIELEK: In the --

COMMISSIONER RODSTROM: 5.75 range.

MR. BIELEK: Five -- well, 5.37 is what it shows. But 48.98 a square foot and 99 cents, 1,000 landing fee.

VICE MAYOR WEXLER: Commissioner Gunzburger.

COMMISSIONER GUNZBURGER: I really feel that we are in an essential -- this is a user fee. That's exactly what this is. I understand how some people would prefer to call it an increase in tax, but it's really to break even. And a user fee is, people pay for what they use.

If you are so concerned, we could leave it to the 26th, but I will support it today and I will support it on the 26th. Do you feel more comfortable, Commissioner Jacobs, if we defer this to the meeting on the 26th, which is after the tax hearings in Tallahassee?

COMMISSIONER JACOBS: Vice Mayor? Vice Mayor?

VICE MAYOR WEXLER: Just one second. Just one second.

MS. BRANGACCIO: We're just asking to set the public hearing.

VICE MAYOR WEXLER: Right.

MS. BRANGACCIO: And it would come back on --

VICE MAYOR WEXLER: The meeting is the 26th.

COMMISSIONER GUNZBURGER: Oh, it comes back on the 26th hearing. Well, that's fine. Then I'm very happy to do so.

VICE MAYOR WEXLER: I put you back on the queue, Commissioner.

Are you finished, Commissioner Gunzburger?

COMMISSION MINUTES

COMMISSIONER GUNZBURGER: Yes.

VICE MAYOR WEXLER: Commissioner Lieberman?

COMMISSIONER LIEBERMAN: Yes. What I wanted to say was just said. This is a motion to direct advertising for June 26th at 10:00 o'clock. You're not making a decision until June 26th at 10:00 o'clock. With you all due respect to everybody whose here, first of all, the charges that are being proposed to change, some of which are unbelievably low, have not been adjusted for a long time, significantly lower than either the Miami-Dade airport or Palm Beach airport. The airport, by the way, is an enterprise fund. What the legislature is talking about doing is rolling back property taxes. Are there any countywide property taxes in the airport budget?

MR. BIELEK: No.

MS. BRANGACCIO: We did share Commissioner Jacobs's concern in terms of timing, but we thought with setting the public hearing to the 26th, gets us past the special set.

COMMISSIONER LIEBERMAN: Great. It's just a notice to advertise.

MS. BRANGACCIO: And at the same time, we can answer all your questions in terms of the enterprise fund.

COMMISSIONER LIEBERMAN: No, if you think it's inappropriate, on the 26th, we can vote no but all this does is advertise.

VICE MAYOR WEXLER: Thank you.

Next on the queue is Commissioner Keechl followed by Jacobs and Rodstrom.

COMMISSIONER KEECHL: Thank you, Vice Mayor. After serving six months on the dais, I like the idea of having some discussion at this stage because sometimes it stops from having to go forward, and sometimes we can fix things before we get to the public hearing and I think the people are better served. Having said that, I would suggest that anybody who's bothered by this increase review the Auditors report with regard to other airport parking charges, which was part of the package, most if not all of us received sitting on the SC with regard to the parking situation at the airport.

(MAYOR EGGELETON RETURNED TO THE ROOM.)

COMMISSIONER KEECHL: Nobody wants our residents to pay more for parking, but based upon what I remember reading, this has been a long time coming. So clearly, this is just a motion to adopt for public hearing, but I support it today and I am going to support it on the 26th. Thank you.

VICE MAYOR WEXLER: Thank you.

Commissioner Jacobs.

COMMISSIONER JACOBS: All points I agree with. All points based on facts and reality and wouldn't it be wonderful if that's the environment in which Tallahassee was making decisions this day or next week or the two weeks of the legislative session, but they are not, and what I've asked of staff was, it seemed to me the timing was really off, to go put a head line out there right when they are talking curbing revenue.

COMMISSION MINUTES

I know it's a franchise -- I mean an enterprise zone. Most of the readers out there don't understand. They still think it is their taxes going up. They don't get it.

The Legislature doesn't get it, and I have been so frustrated by misinformation, it seemed to me that this just fed right into it, and if we could wait until after the special session, which is two weeks long, to go and put this thing out there. That was my concern that's why I raised it. That's why I asked staff to be a little more sensitive to headlines. And what those up in Tallahassee are reading, they're only reading a few headlines. They're not getting into the whole story, and unfortunately, most of the taxpayers in our county don't understand where their taxes come from.

They don't even understand the difference between their insurance part of their tax -- or their mortgage payment and their taxes. They're mixing it all up and they're pointing the finger at the county commission, and it just seemed to me that this is one more piece of ammunition to be aimed at us in a week that we should be a little more sensitive to it. That was my concern.

It's not that I don't think that our parking fees are so much higher than anywhere else and that this is not a user fee and the airport doesn't need to pay its own way as an enterprise. That's exactly what it is charged with doing, and we, as keepers of that enterprise fund, are charged with keeping it financially-feasible and viable. My only concerns were that of timing. So again, I don't understand why it couldn't be bumped off for a couple of weeks after this or set it for -- at some other point. That was the concern I raised with staff and that is the concerns I'm still raising here today.

VICE MAYOR WEXLER: I don't want to cut anybody off, but we have to get to the next item, and it's almost 3:00 o'clock.

Commissioner Rodstrom.

COMMISSIONER RODSTROM: I will just tell you if you think \$9 is a good deal for service parking, you ought to go to Charlotte airport, it's \$3 for service parking. It's \$6 to park in the garage in Charlotte airport so we don't have a good deal here. You know, it's a customer thing. A question of whether it's customer friendly and what you're going to drive these rates and charges up. And just understand something, that these rates and charges are correlated. So if you raise the stuff in the garage, then you don't have to raise what the airlines charge their enplaned passengers but when you reach the max, then it's all going to come back on the airlines on the cost of tickets. You're going to get it one way or the other, and it's a delicate balance. That's the point. And there's a reason why I'm having these comments, we're going to have a lot more fun later on.

VICE MAYOR WEXLER: Thank you, Commissioner. I did not want it on the Consent Agenda.

(COMMISSIONER WASSERMAN-RUBIN RETURNED TO THE ROOM.)

VICE MAYOR WEXLER: Unfortunately, I didn't know I would have the gavel at this moment. May I just make my comment and then we'll recognize you?

I just would ask staff to, please, provide -- I'm going to support it to go to public hearing. I'm not sure it's going to come out of public hearing exactly the way it looks today. I would like to have some further information regarding the detail of the number of employees that are being asked for their parking, their personal parking, their monthly fee to go from \$10 to \$25. I would like to know how many of those individuals actually have that offset by their employer and how many don't have it offset, and I want specific numbers. And I don't know, Mr. Bielek, if you can give me that off the top of your head right now.

COMMISSION MINUTES

I, personally, I've got so much floating around, I'd really rather have it in writing for the meeting of the 26th. I also want to make sure that as a public hearing that had affect people in their pocketbook, that people are actually aware that this is going to happen, because I tend to agree with you, Commissioner. To raise somebody's personal fee and say: Now you just dig in your pocket further, because -- and I know all the TSA employees do not get reimbursed for their parking, so that's just one that comes to mind.

COMMISSIONER RODSTROM: One more thing I can add, could you also find out what the competition's charging the park and fly lots, because I want to know how competitive they're going to be after we raise our rates because I think it's real important to know what our competition is doing.

VICE MAYOR WEXLER: Ms. Henry, and then we will vote.

MS. HENRY: Yes, I do apologize, Commissioner Jacobs, I tried to get a hold of you. You were out of town. But our dilemma is the budget process is laid out in our agreement with the signatory airlines. They meet in June to establish the budget thresholds. If they don't -- and that meeting is the third week of June, I think it's the 22nd?

MR. NEWTON: The 20th, I believe.

MS. HENRY: The 20th of June. If they are -- if we don't have movement --

(COMMISSIONER RODSTROM LEFT THE ROOM.)

MS. HENRY: -- on those rates, then we would have to, as Mr. Bielek indicated, we would have to go ahead and increase those rates beyond that. They were very concerned that the continued delay would push beyond the period of time where they have to sign off on the budget. The process is, they meet on the 20th. The ballots go out and those ballots come back in on --

MR. NEWTON: Forty-five days.

MS. HENRY: In 45 days.

VICE MAYOR WEXLER: Okay. Thank you.

MS. HENRY: So just trying to get everything in that time frame, we ran into problems.

COMMISSIONER JACOBS: And you know what? You know what drives me crazy? Is they put us in this position at the very last meeting where we have no choice. Basically, you're putting something in front of us today that we must vote for. We can't even put it off another day or better timing because it's brought to us at the very last minute, at the last possible time to bring this forward, and the timing should have been something that was under consideration long before it got here today, because you put us in a box where we have to vote for it.

VICE MAYOR WEXLER: Mayor?

MAYOR EGGELETON: Thank you. I have listened to the comments from everybody here sitting on the dais. This is a notice for a public hearing. I think you need to pass this and let's move on. However, Mrs. Brangaccio, some time ago this commission asked for the information from Sharpton & Bronson with respect to finances at the airport. I don't think we have gotten that information.

COMMISSION MINUTES

MS. BRANGACCIO: We don't have a Sharpton & Bronson report that you don't have, but if there's anything we can provide in the interim, we will.

MAYOR EGGELETTION: Why don't we have the Sharpton & Bronson report?

MS. BRANGACCIO: There were copies delivered to the board, all of the reports, after that request.

MAYOR EGGELETTION: All the reports?

MS. BRANGACCIO: Every one of them so.

MAYOR EGGELETTION: All right.

COMMISSIONER LIEBERMAN: Where's the additional information we asked for?

VICE MAYOR WEXLER: The CD as well as –

MAYOR EGGELETTION: Yeah, I thought they were –

MS. BRANGACCIO: Additional information, Mayor, just let us know. We've got --

MAYOR EGGELETTION: Okay. All right.

MS. BRANGACCIO: And we're not trying, again, to back anything up.

MAYOR EGGELETTION: I understand.

MS. BRANGACCIO: These rates all of the charges in the airlines, everything is really effective October 1 with regard to the airlines. This is just a schedule.

MAYOR EGGELETTION: I understand. Could you do me a favor? Could you have -- could you inform Mr. Bronson that we would like him available if he can make it tonight at the public hearing. I think it's important that he be at the public hearing tonight.

VICE MAYOR WEXLER: Tonight?

MAYOR EGGELETTION: Tonight.

VICE MAYOR WEXLER: Public hearing tonight.

MAYOR EGGELETTION: Public hearing tonight.

COMMISSIONER GUNZBURGER: With a three-hour notice?

MAYOR EGGELETTION: Absolutely, with a three-hour notice.

VICE MAYOR WEXLER: He lives in Broward. He lives in Broward.

MAYOR EGGELETTION: And I know that if he can make it, if he doesn't have anything on his agenda.

COMMISSION MINUTES

MS. BRANGACCIO: Mayor, we'll try. Don't know his schedule, but we'll make the call.

MAYOR EGGELETTION: Okay.

VICE MAYOR WEXLER: We've got to vote on the item?

MAYOR EGGELETTION: No, with that – yeah.

VICE MAYOR WEXLER: Sixty-two.

MAYOR EGGELETTION: The question has been called on the item. It's been moved by Commissioner Keechl, seconded by Commissioner Gunzburger. Any objection – Commissioner Keechl, did you have something to say?

COMMISSIONER KEECHL: No.

MAYOR EGGELETTION: Any objection to the item?

Any objection?

Without objection, show Item 62 passed unanimously without objection.

VOTE PASSES 7 TO 1 WITH COMMISSIONER JACOBS VOTING NO.

MAYOR EGGELETTION: Are you voting positive on the item, Commissioner?

COMMISSIONER JACOBS: No, voting negative.

COMMISSIONER LIEBERMAN: Right.

MAYOR EGGELETTION: I understand.

COMMISSIONER JACOBS: (Inaudible) along with my colleagues.

AGENDA ITEM 60

MAYOR EGGELETTION: I clearly understand. Okay? The next item is Item –

VICE MAYOR WEXLER: Sixty.

MAYOR EGGELETTION: – 60. Item 60, members, that's in front of you as you well-know, a few weeks ago we removed the scope of work back for HREC with respect to the convention center/hotel. We met with the principals of this company and they have moved forward, as they indicated that they would that night, in crafting an agreement to try to get it in front of the Commission prior to our summer recess.

As you well-know, the markets are changing rather quickly. They're preparing for us an RLI that will be available to go out to the general public while we are breaking for the summer. As in all cases or as in previous cases where we've had consultants, consultants have to be paid. The critical question is: How do you arrive at the fee and what are the numbers that drive the fee for the consultants' pay?

COMMISSION MINUTES

I want you all to understand one thing., a few weeks ago when -- Mr. Geoghegan will verify this -- we decided to go to market on a refi deal on -- what was it, Mr. Geoghegan? I think that was the --

MR. GEOGHEGAN: It was the 2001 library bonds and 2004, part of the 2004 park bonds.

MAYOR EGGELETTION: Yes, and we saved a lot of money.

MR. GEOGHEGAN: Six point nine million.

MAYOR EGGELETTION: Yes, \$6.9 million is what we saved because we got in the market at the appropriate time. Palm Beach County was trying to do almost the same thing, got hung up a little bit and tried to go to the market, I believe yesterday, and could not go to market because the numbers had changed in the market. The market is a very fluid market right now and it changes on a daily basis. We have been trying to build a convention center/hotel since before I got on this Board of County Commissioners.

You wanted an RLI to go out on the street that takes two courses of action. One that would invite all individuals to either propose a privately financed deal or a publicly financed deal, or either/or, and they can deal with either one of those they want or they can deal with both. The only thing --

COMMISSIONER GUNZBURGER: (Inaudible.)

MAYOR EGGELETTION: Yeah, either way. The only thing I want you to understand is every day you delay a decision, the cost of this increases to you substantially. Now, at some point we have to make a decision, and you know, you have to have people put these deals together. These people are paid money, and that's what you're going to debate now.

The only thing I want you to understand is, every day you let go by, cost you increase and the likelihood of you getting that hotel diminished just a little bit because the market is changing and it's changing very rapidly. So I just want you to know that. I think you are going to have enough players to the table if you move in an expeditious way but the longer you wait, the more those players pull out, the less likely you are to get your convention center/hotel.

Having said that, I am going to recognize any of you that wishes to speak to the item. I want you to stay very concise on the issue in front of you, and, Mrs. Grossman, do you want to lead us through where we are? Would you like Mr. Kagan to do so?

MS. GROSSMAN: I think this is Mr. Geoghegan's issue.

MAYOR EGGELETTION: All right.

MS. GROSSMAN: It is. It's pretty much the financing.

MAYOR EGGELETTION: Okay.

MS. GROSSMAN: The component of the fee for HREC.

MAYOR EGGELETTION: Okay. Mr. Geoghegan, would you like to lead us through and then I'm going to recognize Commissioner Jacobs. Okay. All right.

COMMISSION MINUTES

MR. GEOGHEGAN: Thank you, Mayor. You should have received two memos, one from last Friday, one late last night. With regards to responding to your request to get comparative data on the financing structures for these types of consultants that do convention center/hotels across the country.

We -- what I presented to you was that it is a schedule or listing of six of the engagements that HREC has been involved in. One of which is publicly financed and the others are privately financed, and you can -- those are transaction-based fees and they range anywhere from point .75 of a percent to two and a half percent. They are complicated structures. They involve really going out and developing investors for the transaction, developing joint ventures, valuing the asset, very sort of unique specialty-type expertise that certainly is not available within Broward County.

And so we also looked at nine publicly financed deals and we looked at those through the official statements and sources and uses of funds, and you can see where the cost of issuance in the memos range from about 1.6 to 9.6 percent. That includes bond underwriting fees and advisory fees and so forth, all recovered through the revenues to the bond proceeds off of the project.

Yesterday, we were fortunately able to connect with the City of Denver officials. We talked to the former Mayor, Wellington Webb, and also to the project manager for the Denver Convention Center/hotel, Ms. Cheryl -- I think Cohen-Vader and there was a very, very informative meeting. I tried to encapsulate all that in a memorandum I sent out. That was a deal that they originally started off and did not want to do private financing but found out that -- I am sorry.

They did want to do private financing, but found out there was a significance subsidy involved that sort of derailed the project for awhile. They decided to do public financing. One of the first people they hired was HREC. They hired them as an asset manager. Then they hired the underwriting, Piper Jaffrey and really started from scratch and put that deal together. It was a \$250,000,000 hotel, downtown. They had no land. They had no parking, anything when it started, and once it was completed, they completed it on time within two years from ground breaking.

It's an incredibly successful hotel. It's publicly financed. It's really run by a convention center authority. That's a separate entity from the city but really part of the city. And they were very, very, you know, leery of going down the publicly-financing road, and I am not here advocating for it. I'm just saying that they had to start from scratch. It was through the special skills and expertise of HREC, again, according to them, that they were able to get this deal done. It was not a transaction-based deal but I think the fees ranged about a million dollars for a project that would be about half of our size.

So I do not think that the fees proposed here are really out of line, in mind with what we have been able to determine across the -- you know, in the short period of time we are able to do a good comprehensive survey of other convention center hotels.

MAYOR EGGELETON: Commissioner Jacobs, you're recognized.

COMMISSIONER JACOBS: Thank you, Mayor. I completely agree with all your earlier comments as to the expediency of the market and our timing. We, if nothing else on this board, need to learn from our past, and we went down a similar path of questioning and wondering and deal making on our own and it didn't get us very far.

The person who we trust most with financing and discussions on financing is telling you that this fee that's being proposed is in line. It has been expressed how complicated and the special skill sets that are needed in this requirement.

COMMISSION MINUTES

My concern is, to delay this any further, to bring in or go search for other experts, brings in and ushers on a feeling that I'm already hearing in the community, that this is a done deal, that it's really being set up for one company, and it's a rumor that's going on out there and something that we're going to have to deal with. It's time to move forward. This is a company that has done this before. They've been with us for this amount of time. I'm very comfortable with the proposal as it has been altered to the degree that it has and pleased to see that it was altered on the downward side. And so, with that, Mayor, in the interest of time, I would like to make a motion, A, that we adopt Motion B.

MAYOR EGGELETON: Why don't you hold your motion until after this. I'll recognize you to make the motion, but I think you have other members that want to discuss the item prior to your motion.

COMMISSIONER JACOBS: Okay. A motion doesn't stop discussion, so...

MAYOR EGGELETON: Well, I understand but hold the motion if you don't mind. Okay?

Commissioner Lieberman, you're recognized. There are a number of people on the dais. That's why I want you to hold your motion.

COMMISSIONER LIEBERMAN: I don't have any objection to hiring the consultant to prepare an RLI. It's how we pay for the consultant that causes me grave concern. You know, Ms. Grossman who I respect, Mr. Geoghegan, who I respect and I didn't hear Mr. Geoghegan say his fees were in line. He talked about a public --

COMMISSIONER JACOBS: That's exactly what he said.

COMMISSIONER LIEBERMAN: No. He said he talked about a public --

MAYOR EGGELETON: Excuse me, excuse me, Commissioner.

COMMISSIONER LIEBERMAN: Excuse me, I didn't yield the floor to you and I didn't interrupt you when you spoke. Okay? What he said is he compared a publicly financed deal where there were no transaction fees. There was an hourly fee, and he told us what the amount was. This is a transaction fee. That's a whole different ball, and it's a transaction fee that may be on a private deal, not a public deal.

There is not a doubt in my mind that staff needs some help in putting out the right RLI out. The last time we went through this process, there was an RLI put out by a different firm and I think we all know what the problems were. I asked Ms. Grossman earlier whether there was any possibility of using some of the work done in the prior RLI and she believes it's best to start anew, and I'm going to defer to her judgment on that.

But in this -- the way this got to us is, apparently, there was a contract that was executed, an agreement with HBS Capital for consultant services for a proposed convention center hotel project, and when you look at the scope, one of the things that was in one of the exhibits is there are hourly rates that were contemplated that would be paid for work under this contract, not a transaction fee. Hourly charges depending on what individual worked on the agreement and what their category of employment was.

I want to tell you that if this ends up being a privately-financed deal -- and let me back up for a minute. When you read the memo from the City of Denver, they did not say in the Denver communication that there was a transaction fee. They said there were fees paid. They couldn't remember the amount and they recovered the fees they paid as a part of bond issuance. That doesn't cause me concern because we've talked about doing that, that whatever we pay, whether it's hourly or otherwise, when we do the

COMMISSION MINUTES

bond issue we're going to recover what we've paid out for consultants. That's a far different scenario than this transaction fee for writing an RLI and evaluating the financial criteria of the respondents.

So, I mean, I can't support Commissioner Jacobs' motion for a transaction fee. I could support a motion, and I'll be glad to put a substitute motion, Mayor, that would authorize the hiring of the consultant on an hourly, to prepare the RLI and that if we need the consultant to do additional work on reviewing submissions, we can include that. But I think a transaction deal, especially on a privately-financed project is unusual in the industry, is not -- is going to cause some concerns in trying to recover it from a successful proposer in the private industry, and I'm just not going to support a transaction fee for this level of work. It goes far beyond the scope of the agreement that led us to where we are today.

MAYOR EGGELETTION: Mr. Geoghegan.

MR. GEOGHEGAN: Yeah, I'd just like to respond to the fact that on the private side, I do feel its fees are in line on the private side, so the exhibit that I gave you, there were six transactions, five of which were privately done and they range from point seventy-five of a percent to two and a half. The various types of work that was done and what's being proposed here is fourth-tenths of a percent. So I certainly feel it's in line on the private side.

And we're not necessarily hiring HREC to prepare the RLI. We're hiring them to oversee this project and get the deal closed, get the right people to the table, negotiate an agreement that's in the best interest of Broward County. That's what we're hiring them for, not just to write the RLI.

MAYOR EGGELETTION: Okay. Very good. Vice Mayor Wexler followed by Commissioner Keechl.

VICE MAYOR WEXLER: Thank you. Since the last meeting, I've been very much in touch with Mr. Geoghegan, constantly sending him e-mails, as to: You might want to talk to this one. You might want to talk to that one. Commissioner Lieberman mentioned HVS. I wasn't on the Board at that time, but I did speak to Mr. Sullivan to get -- because the question you were asked, Mr. Geoghegan, between today and the last time this was before us was to, please, come back and let us know, what is industry standard? Was it a percent of hard and soft costs?

COMMISSIONER LIEBERMAN: Or was it an hourly?

VICE MAYOR WEXLER: Is it an hourly? And that is specifically a question that was asked of you. Having read the late -- I don't know if it's the latest transmittal, but it's dated June 1st and it's in your own words, and it's a number of pages and it talks about all of the various cities that HREC has had in the way of tax-exempt bond engagements over the past 10 years, and it also had a chart attached to it as well.

Well, what I found so very, really upsetting about it was that it seemed to me that the question that you were asked, which was to go out and find out what was happening in the industry -- this is the world according to HREC. This is the world -- these are their clients. These are -- and then I start something because in your words, it's: "We were unable to ascertain from the officials statements whether any of the projects costs included advisory fee transaction costs", and other colleagues stated that. I just want to pay someone fairly for the work that they're going to do. I don't know until I see or understand.

(COMMISSIONER LIEBERMAN LEFT THE ROOM.)

VICE MAYOR WEXLER: Then last night, I forwarded you another gentleman's name and company, SAG, Strategic Advisory Group, and you spoke last evening, as I did to a gentleman by the name of Tony Peterman and he's partner with Jeff Sachs in doing similar advisory stuff. And I asked him exactly that question. When I speak to people -- and you know what? I'm known for doing home work. Okay?

COMMISSION MINUTES

Guilty, I do it, and proud of it, actually, because I've got to get good information in which to make my decisions.

And I don't know -- I don't know any of these people. I don't know Jeff Sachs. I don't know Tony Peterman, and I don't know Michael Sullivan. And Sullivan, who I spoke to, and Peterman, from two different -- they are his competitors. They are Mr. Tobin's competitors -- indicated that they primarily get paid by the hour.

(COMMISSIONERS LIEBERMAN AND RODSTROM RETURNED TO THE ROOM.)

VICE MAYOR WEXLER: So I am looking for my CFO to confirm in the industry, not the industry according to HREC, but the industry, that something other than what they may have engaged in, what is usual and customary? And that's what I am looking for.

So -- and then another thing, just for your all's information, I had asked between last week and this week -- I don't know if you got it -- every invoice that was paid of the \$750,000 from Scope of Work, Part 1. Do you all have this? Probably not.

COMMISSIONER LIEBERMAN: No.

COMMISSIONER RODSTROM: (Inaudible.)

VICE MAYOR WEXLER: Good. You need it. It should have been -- I asked for it but the way I'm used to, when something comes to one board member --

COMMISSIONER LIEBERMAN: It comes to all.

VICE MAYOR WEXLER: -- it should come to everybody.

COMMISSIONER LIEBERMAN: You bet.

VICE MAYOR WEXLER: I'm going to ask, Ms. Grossman, that you make an appointment with me privately, because this is very upsetting what I see in here and how payments were made and payments were made before contracts were even awarded. Okay?

MAYOR EGGELETON: Okay.

VICE MAYOR WEXLER: Very -- I'm very -- it's right here in your own words.

MS. GROSSMAN: Okay. You're talking about the work authorization between the two phases?

MAYOR EGGELETON: Okay. First of all, first of all, Mrs. Grossman, -- Mr. Goeghegan, a question was asked of you by the Vice Mayor and the question had to deal with, what is customary in the industry, and could you, please, answer that question?

MR. GEOGHEGAN: Well, the plan was really to contact the cities themselves on the publicly financed side. I mean it would be difficult to get the information from private developers. It's proprietary and they're not necessarily going to give that information out. So we did contact, we focused on three cities. We finally heard back from Denver yesterday, but tried to get the information from the city officials that oversaw those projects. So we did get the information from Denver.

COMMISSION MINUTES

Now, when I spoke to Mr. Peterman last night, I don't know how much of a competitor he is. He said that they have a little bit of overlap with HREC, but they mainly do feasibility studies and market reports and he said, we're -- he refers to HREC more as a -- well, as a transaction, a broker and so on and so forth. So I'm not sure they're exactly competitors.

MAYOR EGGELETTION: Okay. Mrs. Grossman, to respond to Vice Mayor Wexler's question.

MS. GROSSMAN: I will be happy to go over the items line by line. We did produce the report as requested, and the only -- I will say though, that the only time anyone's been paid without an existing contract was work authorizations that, I, as contract administrator, was allowed to provide between Phase I and Phase II so that we could keep them operating. If there are any other issues, I'll be happy to come in and --

VICE MAYOR WEXLER: Ms. Grossman, these are invoices that were submitted by the LMN back in March, April, May and half of June, which was before the contract was awarded which was the end of June of '06. I'm not aware that anybody should be getting paid before they have a contract with the county.

MS. GROSSMAN: I will come in and we'll talk about the action of the FC when we hired them.

MAYOR EGGELETTION: Okay. Very good.

Commissioner Keechl.

COMMISSIONER KEECHL: Thank you, Mayor. The Mayor often talks about something called, analysis paralysis, and that's what's going on here if we are not careful. I'm going to support the item. I'll second Commissioner Jacobs' motion if she's making the motion.

I expressed a concern at the last meeting, I wanted to know a little bit more about the fee. I think, Mr. Geoghegan, you came back, you explained it well. I think the point that we're missing is that, all these hourly fees are going to be credited against this transaction fee.

VICE MAYOR WEXLER: No, they're not.

COMMISSIONER KEECHL: And I also reviewed the six projects. This seems to be reasonable. You are suggesting we do it. We need to get it done. So I am in support of this. Thank you.

MAYOR EGGELETTION: Okay.

COMMISSIONER GUNZBURGER: (Inaudible.)

MAYOR EGGELETTION: Commissioner Gunzburger.

COMMISSIONER GUNZBURGER: Let me verify what you just said, commissioner. Are all the transaction fees, is that an upside, that that's the ultimate that it will be against hourly fees and they will be submitted so that you will know the work done for those -- for that fee as you pay? Is it a pay as you go?

COMMISSIONER LIEBERMAN: Yes.

COMMISSION MINUTES

MR. GEOGHEGAN: Yes, they are paid on hourly basis for the work done and then if there is a successful transaction, then they are -- they will be paid additional amount money. The work they have been paid for up to that will be credited against that amount.

COMMISSIONER GUNZBURGER: Oh, it will be credited against that amount?

MR. GEOGHEGAN: Yes, yes.

COMMISSIONER GUNZBURGER: Oh, okay.

COMMISSIONER RODSTROM: For the entire transaction?

COMMISSIONER GUNZBURGER: Yes.

MR. GEOGHEGAN: Yes.

MAYOR EGGELETION: Yes, for the entire transaction.

Yeah, go ahead, Commissioner.

COMMISSIONER GUNZBURGER: That's the upset.

COMMISSIONER RODSTROM: See when I read it, I mean --

COMMISSIONER GUNZBURGER: That's much better.

COMMISSIONER RODSTROM: I don't have the number in front of me right now, but wasn't it like \$750,000 or something?

MS. GROSSMAN: (Inaudible.)

COMMISSIONER RODSTROM: Okay. So that's Phase I so that doesn't count towards this phase. Okay, because the way I read it --

MS. GROSSMAN: HREC's fee.

COMMISSIONER RODSTROM: Now it's just a going forward position that any hourly number is towards this one and a half percent.

MAYOR EGGELETION: Wait a minute, Commissioner.

Ms. Grossman, do you want to clarify that? There are two --

MS. GROSSMAN: Yes, I do.

MAYOR EGGELETION: There are two different things here.

MS. GROSSMAN: And Phase I and Phase II are both recoverable against the transaction fee.

COMMISSIONER RODSTROM: Phase 1 and Phase II?

COMMISSION MINUTES

MS. GROSSMAN: Correct.

COMMISSIONER RODSTROM: All the hourly fees that were paid?

MS. GROSSMAN: All of the hourly fees because –

COMMISSIONER RODSTROM: So in that case, I didn't think it was so out of line because you had 750,000 you were already going to be credited towards the one and a half percent.

MS. GROSSMAN: No, well, but keep in mind --

COMMISSIONER RODSTROM: No?

MS. GROSSMAN: Well, we're only – we're talking about HREC's fees. There are other consultants fees that are involved in that 750,000 --

COMMISSIONER RODSTROM: Ah.

MS. GROSSMAN: – which HREC is not at \$750,000.

COMMISSIONER RODSTROM: Okay. That's what screwed me up.

VICE MAYOR WEXLER: There was nothing in here for HREC.

MS. GROSSMAN: HREC made a very little amount of money in Phase 1.

COMMISSIONER RODSTROM: How much?

MS. GROSSMAN: You'll see it. How much was it, Carlos?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. GROSSMAN: No, no, no. How much was it?

UNIDENTIFIED SPEAKER: Sixty thousand.

MS. GROSSMAN: Sixty thousand?

UNIDENTIFIED SPEAKER: More like seventy-two, seventy-three.

MS. GROSSMAN: Okay. About \$72,000 on Phase I.

COMMISSIONER RODSTROM: Okay. Because when I read it the first – when I read it, it struck me as, okay, they have been paid 750,000, so that's going to offset --

MS. GROSSMAN: No. All of the – the total of the --

COMMISSIONER RODSTROM: That's a big difference. The number is much larger then?

COMMISSION MINUTES

MS. GROSSMAN: No.

COMMISSIONER RODSTROM: Okay.

MAYOR EGGELETTION: Well, you got to understand -- wait a minute.

COMMISSIONER RODSTROM: It changes the amount though of the number they're going to get paid because --

MAYOR EGGELETTION: Commissioner --

COMMISSIONER RODSTROM: -- you don't have the offset, overall.

MAYOR EGGELETTION: Commissioners, here's what you have to understand, this deal has been structured in what, three phases?

MS. GROSSMAN: Correct.

MAYOR EGGELETTION: Three phases, you had -- you know we never do anything here unless we determine whether or not it's feasible. That was the first phase. Was it feasible? Does it make sense? All right? That's what you did first. Okay? And that's where most of this -- these -- this cost, with a different company, has been eaten up; is that correct?

MS. GROSSMAN: The \$700,000 includes the cost of the deliverables that we received for Phase I, which include: The traffic -- the preliminary traffic work, the preliminary DRI work, all the meetings with the city. It includes the preliminary security work. It includes the work that Mr. -- that HREC did in terms of getting us ready to go to create the RLI. There was some significant financial work that had to be done before we are at the phase that we are now.

Phase II actually creates the RLI. Phase II actually concludes the traffic study. Phase II is where the entirety of the LMN consulting team concludes the work that they initiated in Phase I. That was the direction we got from the Board on February 20th. You all wanted to divide this work so that at any point, you put the stop on it and say: You know, this is not feasible. The City of Fort Lauderdale is not going to permit this.

Phase I, our consultants worked with the City of Fort Lauderdale, came up with the assistance to Port Everglades with a potential traffic circulation solution, and then we got the deliverables that were required and approved by the Board for contract for Phase I.

Phase II, again, we've issued some work orders so that -- some work authorization so that the consultants who are on -- the same consultants on the team will be able to move forward to get us ready to do that RLI and to have it ready for you as you requested, finally, in its final form on June 26th. It will be ready June 19th for your consideration as long as we keep rolling.

MAYOR EGGELETTION: And the last part of it is?

MS. GROSSMAN: Is the evaluation of the responses, and it's a conclusion of the DRI issues -- resolution of the DRI issues that will be, at that point, we'll have to do a notice of proposed change for the DRI and at some point beyond that, we're going to have to do a substantial deviation for the DRI as well.

COMMISSION MINUTES

MAYOR EGGELETTION: And a portion of it also evaluates both public and private deals that are moving forward?

MS. GROSSMAN: That's Phase II. That's what this discussion is about. It's about the role that HREC will play. There are going to be giants at the table on the other side. This is --

MAYOR EGGELETTION: Along with the due diligence so that we don't get to the finish line like we did the last time and realize that the party at the table didn't have the dollars to close the deal, and, so that's the point that I'm trying to get everybody to understand. Okay?

Is that helpful, Commissioners? Commissioner Rodstrom? Okay.

Commission Lieberman.

COMMISSIONER LIEBERMAN: Let me try and put where we are in my mind at this moment. With all due respect to Commissioner Keechl, nobody's talking about not making a decision. I think everybody is saying: We need to go forward. We need to get an RLI. The question is: How do we pay for the work product we are about to get? There are two ways to pay for work product.

We asked Mr. Geoghegan to check with the industry, what the industry standard was. He didn't do to that. He checked HREC's last six items, how they did business and in each case -- he came back, they were a publicly-financed deals, and what the report -- because I was looking for the report because I remembered I starred a lot of the same things that the Vice Mayor starred. They were publicly financed and they recovered the costs and the cost of issuance. Not one of them was a privately-financed deal, not one of them.

If you go forward with this, with the transaction fee and you decide to choose a private party, that transaction fee will be assessable against a private party whether or not you need his services. Nobody is saying he shouldn't be paid if we need his services. The question is: Do you pay him hourly like is normally done in a private deal, okay, or even in a public deal because even the one from Denver doesn't say he was paid a transaction fee. It simply says they recovered any costs they paid to him when they did the bond issuance.

So the issue for you is whether you want to do a transaction fee that pays this company, if you have a successful proposal that he may or may not have done, I don't have a crystal ball. I can't tell you how much work he's going to do. It depends on which way we go, whether it's publicly or privately financed. Where we're at is, we need an RLI drafted. That's where we're at. Now, when it looks about his transaction fee and that we would recover fees that he has billed, that \$750,000 is not his fees. Less than ten percent of that is his fees, and you're talking about a fairly significant transaction fee.

So my problem is, I don't think anyone here has paralysis on moving the issue forward. I think everybody agrees that we need to get the RLI out on the street because there is a unique opportunity. We've narrowed it down to one of two ways. It will either be publicly financed with a bond or privately financed. The issue is, do you want to do it with a percentage that a consultant will get even if he plays a small role because it's private financing or do you want to fairly compensate him based on his hours of work on the hourly amount that was in the contract that everybody signed when the Board approved this, and then recover those fees if you do a publicly-financed deal or make it a cost against a private entity?

MAYOR EGGELETTION: Mrs. Grossman?

MS. GROSSMAN: Yes, Mayor.

COMMISSION MINUTES

MAYOR EGGELETTION: The contract we signed, was the contract signed with H --

MS. GROSSMAN: LMN Architects.

MAYOR EGGELETTION: LMN Architects.

MS. GROSSMAN: Correct.

MAYOR EGGELETTION: This is the contract that Commissioner Lieberman was referring to?

MS. GROSSMAN: That's correct, and a portion of that contract anticipated HREC's fees. They proposed additionally when they presented to the SC, a year and a half ago, they proposed that they would have a percent of the total cost as their form of compensation. That was going to be their form of compensation. By the time Phase II is complete, we estimate that HREC's portion of the total of Phase II is going to be about \$400,000. That's the amount ultimately that's going to be recoverable. It was only \$70,000 in Phase I, because there wasn't intensity in terms of the role of the financial advisor to the deal.

Phase II the anticipated hourly is going to be approximately \$400,000, and if there is a deal, if we come to the table and there is a transaction, then HREC intends to be paid a transaction fee as negotiated with Mr. Geoghegan, based on their participation. The only difference to HREC, whether it's a private financed deal or a public finance deal is actually what it is called in terms of financing. Getting us to that point, getting the Board prepared to negotiate because it's as likely as not that a proposer could walk in the door suggesting private financing and end up with a public-financed deal, and that's one of the things that we need to be aware of.

That has been the case in a number of other deals that have gone on around the country. The six deals that you were given -- HREC, you suggested we needed to get you some comparables. HREC did most of convention center/hotel transactions.

MAYOR EGGELETTION: Okay. I don't want to stop you but the hour is gone.

MS. GROSSMAN: I understand.

MAYOR EGGELETTION: We've got to make a decision.

Let me ask you one thing about the contract that Commissioner Lieberman is holding up. Under this contract whose responsibility it was, or is, to write the RLI under this contract?

MS. GROSSMAN: The final product is going to be delivered by LMN.

MAYOR EGGELETTION: LMN. Okay.

MS. GROSSMAN: There will be a consultant.

MAYOR EGGELETTION: If LMN is going to write -- are you saying to me, I just want to make sure now. I think this is a critical point, members. If LMN is going to write the RLI --

MS. GROSSMAN: They are the lead consultant.

MAYOR EGGELETTION: They are the lead consultant?

COMMISSION MINUTES

MS. GROSSMAN: Yes. The RLI specifics, the financial requirements, the design requirements will be done by HREC.

MAYOR EGGELETTION: Okay. The what will be done?

MS. GROSSMAN: The financial requirements. We're looking -- this time, we're looking for minimal financial requirements from the proposers. We're trying to keep -- I don't remember what -- what were they called? The dogs out? We're trying to keep the absolutely unqualified bidders out. HREC is writing the RLI so that LMN can add, can plug in whatever site requirements or proposals there are to add to the RLI, but the meat of that RLI, what we're paying for in Phase II is primarily going to be the role of HREC to draft the RLI.

MAYOR EGGELETTION: Okay. Well, let me ask you this

MS. GROSSMAN: But the --

MAYOR EGGELETTION: Have we paid -- listen. I mean because the Commissioners are -- here is what I want to understand. How much money have we paid thus far and whom did we pay it to?

MS. GROSSMAN: We paid -- Carlos, do you want to? We paid LMN because LMN is the lead consultant. LMN's responsibility is to pay their subs.

MR. PUENTES: We had a --

MAYOR EGGELETTION: You can go to the microphone up there.

MR. PUENTES: Oh, I'm sorry. Carlos Puentes, deputy director of the convention center. The contract calls for six equal payments to the lead consultant, to LMN, and so they were paid on a monthly, practically on a monthly basis about \$80,000, I believe, as former fee, and, in addition to that, there were reimbursables and meeting expenses that were also paid.

MAYOR EGGELETTION: And how much is that?

MR. PUENTES: I believe all tolled, we're close to a \$700,000 figure --

MS. GROSSMAN: It's 695.

MAYOR EGGELETTION: How much?

MS. GROSSMAN: 695.

MAYOR EGGELETTION: So you have already paid?

MR. PUENTES: We have already paid -- I don't know if we've gotten to the 695, but somewhere in the 600,000.

MAYOR EGGELETTION: You have already -- I just want to be sure.

MS. GROSSMAN: Yes.

MAYOR EGGELETTION: You have already paid LMN \$695,000?

COMMISSION MINUTES

MS. GROSSMAN: Correct.

MR. PUENTES: Ah --

MAYOR EGGELETION: And you have paid --

MS. GROSSMAN: No.

MAYOR EGGELETION: -- HREC?

MS. GROSSMAN: Nothing separately. Nothing separately. LMN got the payments. LMN turned -- it's like a contractor with subs, turned around paid HREC and paid Molly Hughes and paid Kroll Security Company and made the payments through the network.

MAYOR EGGELETION: Okay. So there are how many subs are in the contract?

MS. GROSSMAN: I think about five.

MAYOR EGGELETION: Five?

MS. GROSSMAN: Six?

MR. PUENTES: Five or six or so.

MAYOR EGGELETION: Okay. So of this \$695,000, it's been parsed out to five different firms?

MS. GROSSMAN: Right.

MR. PUENTES: Correct.

MS. GROSSMAN: That's correct.

MAYOR EGGELETION: Or six different firms, is what you're saying?

MR. PUENTES: Yes, sir.

MS. GROSSMAN: That's correct.

MAYOR EGGELETION: Okay. So it's a team?

MR. PUENTES: Yes, sir.

MS. GROSSMAN: Yes.

MAYOR EGGELETION: HREC is part of that team?

MS. GROSSMAN: That's correct.

MR. PUENTES: Yes, sir.

COMMISSION MINUTES

MAYOR EGGELETION: Okay. So these -- this money has been paid out. So HREC as a sub, just like you would on any other contract, their portion of the overall contract or percentage is to write -- to evaluate the financial strengths of the deal --

MS. GROSSMAN: Correct.

MAYOR EGGELETION: -- and to assist LMN in writing their RLI?

MS. GROSSMAN: Correct.

MAYOR EGGELETION: Is that correct?

MS. GROSSMAN: That is correct.

MAYOR EGGELETION: Okay. And then, that's their portion of the deal?

MR. PUENTES: No.

MS. GROSSMAN: Well, no. I mean --

MAYOR EGGELETION: Okay. What else?

MS. GROSSMAN: Beyond that point, their portion of the deal is to determine the financial -- minimum financial requirements that will be developed into the RLI --

MAYOR EGGELETION: Right, minimum financial requirements.

MS. GROSSMAN: -- to determine the minimal design requirements that are going to ultimately be in the RLI.

COMMISSIONER JACOBS: (Inaudible.)

MS. GROSSMAN: Do you want to --

MAYOR EGGELETION: So actually, I am looking at this under Exhibit C of the contract. There are 12 subconsultants.

MS. GROSSMAN: Uh-huh.

MAYOR EGGELETION: There are 12 subconsultants?

MS. GROSSMAN: Correct.

MAYOR EGGELETION: So --

MS. GROSSMAN: They haven't all had a role yet. They're --

MAYOR EGGELETION: I clearly understand, so at the end of the day, here's what the Board want to know. Okay? The Board want to know, what are we on the hook for at the end of the day? I mean

COMMISSION MINUTES

that's -- and if what we're on the hook for, Mr. Geoghegan, if what we are on the hook for -- and I don't care who it is with, okay, -- if what we're on the hook for is reasonable within the industry, that's what we need to know. Okay?

And are you saying that what we are on the hook for at the end of the day -- I don't care what you call it. You can call it jumping ropes, you know, because I think that's what we are getting hung up on right now is semantics of how we say how you going to pay whom. But at the end of the day, if what we are going to get at the end of the day is comparable in the industry, that's what I need to know from you. Is it or is it not?

MS. GROSSMAN: Yes, it is. For the size of this project, it is.

MAYOR EGGELETTION: Okay. Now, I think we are getting hung up -- and I had this discussion with Mr. Tobin --

UNIDENTIFIED SPEAKER: (Inaudible.)

MAYOR EGGELETTION: Well, let me just finish, members. I listened to everybody patiently. Here is what we are getting hung up on. Everybody do business differently. The way he does his business and to protect his company's image is because he's got to compete for the next deal, is he wants to label it as a fee, okay? That's what he wants to label it as. We're saying we're not comfortable with that terminology. I don't care what you call it, at the end of the day if the dollar amount is the same --

COMMISSIONER LIEBERMAN: It's not.

MAYOR EGGELETTION: -- I could care less, if the dollar amount is the same. You know, he can call it, I'm flying in the air, you know, I don't care what he calls it if the dollar amount is comparable in the industry -- and I think what he's done is to reduce those numbers so that it is comparable in the industry so that he can still have it called the same thing, and I think that's what we're getting caught up on. Now, if y'all differ with me on that --

COMMISSIONER LIEBERMAN: I do.

MAYOR EGGELETTION: -- I want to hear from you. And let me just say this, I want to be clear about this. We're going to talk on this item for seven more minutes. So please, limit your comments. I'm going to stop whomever is talking. I ask you to respect your colleagues time to allow them a time to speak and then we're going to take a vote one way or the other.

Commissioner Lieberman, then Commissioner Jacobs..

COMMISSIONER LIEBERMAN: The fees are not comparable. Ms. Grossman just said she anticipates he will incur fees of about \$400,000. His transaction fee, according to memo from Mr. Geoghegan would be 2.2 million on a publicly-financed project, and 1.3 on a privately financed project. Whether you pay him hourly or not, that 400,000, you're going to get back either from the private developer. The question is whether you want to compensate this individual for either 2.2 million or 1.3 million minus \$400,000 to do this cost of work.

And I appreciate Mr. Geoghegan's comments to us that he thinks they're reasonable. Mr. Geoghegan, did you check with other companies besides HREC as to what the standard is in the industry?

Mrs. Brangaccio, may I ask him that question?

COMMISSION MINUTES

MR. GEOGHEGAN: I just had the opportunity to speak with Strategic – SAG, last night. I put calls in to another firm, HBS, and had not been able to hook back up with them.

COMMISSIONER LIEBERMAN: So the answer is no, you haven't been able to survey the industry standard other than HREC with the six projects you gave us and a conversation you may have had last night with one individual?

MR. GEOGHEGAN: Well, and I was told to contact that individual because this was an industry expert that I should be talking to. So that's what I did.

COMMISSIONER LIEBERMAN: Okay.

MR. GEOGHEGAN: And they told me that --

COMMISSIONER LIEBERMAN: And what did they say, was it hourly or was it a transaction fee, standard?

MR. GEOGHEGAN: They had one transaction fee that they did, but they mostly do hourly. However --

COMMISSIONER LIEBERMAN: How many hourlies do they do?

MR. GEOGHEGAN: -- they don't do what HREC does.

COMMISSIONER LIEBERMAN: How many hourlies did they do?

VICE MAYOR WEXLER: Fourteen (Inaudible.)

COMMISSIONER LIEBERMAN: I'm asking Mr. Geoghegan. I know the answer. Thank you, Vice Mayor.

MAYOR EGGELETON: Please, please.

COMMISSIONER LIEBERMAN: How many hourlies did they --

COMMISSIONER WASSERMAN-RUBIN: This is not questioning. This is interrogation.

COMMISSIONER LIEBERMAN: How many hourlies did they do?

MR. GEOGHEGAN: He told me they did 14 deals. I don't know what time period it was.

COMMISSIONER LIEBERMAN: Okay.

MR. GEOGHEGAN: One of those was transaction, thirteen were hourly.

COMMISSIONER LIEBERMAN: Thank you. So industry standard --

MAYOR EGGELETON: Commissioner, draw your comments to a close. I've got another Commissioner to speak.

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: I'm going to draw it to a close. I have to guess what the industry standard is by the other person that Mr. Geoghegan spoke to. There was one transaction fee and thirteen hourly. When you're ready, I have a substitute motion.

MAYOR EGGELETTION: All right. Very good.

Commissioner Jacobs.

COMMISSIONER JACOBS: Mayor, I appreciate you trying to keep us to time. I've only spoken once on this issue and I was extremely brief.

MAYOR EGGELETTION: Okay. I'm going to stop it too at the appropriate time.

COMMISSIONER JACOBS: I was less than two minutes the first time I spoke.

MAYOR EGGELETTION: I understand.

COMMISSIONER JACOBS: Other Commissioners have had multiple times and minutes at the microphone.

MAYOR EGGELETTION: I understand but I'm going to stop everybody.

(COMMISSIONER GUNZBURGER LEFT THE ROOM.)

COMMISSIONER JACOBS: So I appreciate you recognizing me again. What you all have not be able to hear was the expert testimony, who was sitting below you, nor have, in my opinion any of what they've had to say been fully listened to, fully allowed to be expelled out of their mouths or served with any sort of honor. What they have said is: These are the people who know what they're talking about. We want to sit up here and act like we know everything? You know what happened the last time we did this? We ended up with a failed attempt at a hotel. You want to head down that road again, keep questioning everything your staff is telling you.

What he hasn't been able to finish saying is that he's looked at the private, they've looked at the public. What he's recommending and he has said repeatedly, while every time he says, someone goes and recaptures it. What he had said repeatedly was: That these fees are in line. You are doing nothing out of the ordinary here. Now, if you want to go throw Mr. -- well, if you want to throw your staff under the bus and think each of you, as colleagues, know more about the hotel industry and this complicated issue than those who are sitting before you, that you will not allow to finish a sentence, then go right ahead. I will have no part of it.

Mayor, my motion is the same motion I wanted to make earlier and that is Motion B, to adopt a budget resolution transferring within the Convention Center Capital fund in the amount of \$294,808 from the Convention Center Capital Reserve to fund Phase II-A, of the Consulting Agreement between Broward County and LMN Architects for which a portion of that is going to this company that knows this business.

Keep in mind, Commissioners, we are not hiring somebody --

MAYOR EGGELETTION: Commissioner, you made -- excuse me. You made the motion. Is there a second to the motion.

(COMMISSIONER GUNZBURGER RETURNED TO THE ROOM.)

COMMISSION MINUTES

COMMISSIONER WASSERMAN-RUBIN: Second.

COMMISSIONER KEECHL: Second.

COMMISSIONER JACOBS: Thank you.

MAYOR EGGELETTION: A motion has been made and seconded.

COMMISSIONER JACOBS: Keep in mind, we are not hiring someone to merely --

MAYOR EGGELETTION: Commissioners, let's just take another motion.

COMMISSIONER JACOBS: Okay. I just want to finish my sentence, Mayor, please.

MAYOR EGGELETTION: Keep talking, I'll drop the gavel. I'm telling you, we got to go.

COMMISSIONER JACOBS: I understand that.

MAYOR EGGELETTION: I understand, well then, you can keep talking, you're going to lose this. I'm just telling you.

COMMISSIONER JACOBS: Mayor, I'm simply wrapping up my last sentence if I could say the last five words? What I wanted to say is: Keep in mind, they are not just doing RLI. Their scope is much beyond that.

MAYOR EGGELETTION: Thank you. Thank you.

Is there another motion?

COMMISSIONER LIEBERMAN: Yeah.

MAYOR EGGELETTION: Commissioner Lieberman.

COMMISSIONER LIEBERMAN: My motion would be to adopt a budget resolution and to hire LMN Architects and their subconsultants on an hourly fee under the terms of their agreement to prepare the RLI, and for those costs to be recovered either under a bond issuance for a publicly-financed deal or in a privately-financed deal from a successful builder.

UNIDENTIFIED SPEAKER: (Inaudible.)

COMMISSIONER LIEBERMAN: For whatever scope of work that they need to pay him on an hourly amount --

MAYOR EGGELETTION: Is there a --

COMMISSIONER LIEBERMAN: -- pursuant to the existing contract which sets terms.

MAYOR EGGELETTION: Is there a second?

COMMISSION MINUTES

VICE MAYOR WEXLER: I am going to second that for discussion.

MAYOR EGGELETTION: Okay. You got two motions on the table. Let's take the vote. All right?

COMMISSIONER LIEBERMAN: No, she said she has an amendment.

VICE MAYOR WEXLER: No, I wanted to – I think that what – this is very different, Mayor. than what was before us last week, because what you had last week was something that was a much larger scope of work because of the percentage of hard and soft costs, but this is strictly to take us through something short.

MAYOR EGGELETTION: No, it's not.

MS. GROSSMAN: No, there are two issues, and the budget resolution allows us to move forward to create the RLI. The agreement with the contractor and his subs is that HREC will be paid this transaction fee. That's part of what's before you, that in order for that company whose responsibility it is to flesh out the RLI, in order for that company to stay in this deal, they require a transaction fee. That's what's effectively before you. The 290, whatever it is, thousand dollars --

VICE MAYOR WEXLER: I didn't see a transaction fee buried in here – it's not.

MS. GROSSMAN: It isn't buried. The issue is before you, again, in terms of the transaction fee, because last time you pulled out Mr. Tobin's transaction fee to make a determination as to whether or not there were comparable fees and whether it was appropriate fee. That -- if -- that's the question. That's what you asked us last time. You asked us to give you comparables, to give you a sense that this fee was a reasonable fee. That's before you. That determination, if you make that decision, then we move forward with the budget resolution. Commissioner Lieberman asked us to divide Phase II into different parts.

COMMISSIONER LIEBERMAN: Right.

MAYOR EGGELETTION: Who do you want to make the amendment?

COMMISSIONER RODSTROM: A friendly amendment.

MAYOR EGGELETTION: To who? To whose motion?

COMMISSIONER RODSTROM: I'll make it with yours (indicating.) All right?

MAYOR EGGELETTION: Okay. Go ahead.

COMMISSIONER RODSTROM: In my mind is, that if we go forward and we build this thing ourselves, they're going to be very helpful to us. We need their assistance and I'm not going to begrudge them a fee, which I think is probably reasonable. I was trying to remember Sam Katz made when we paid him to do the arena but the advice we were given was invaluable in helping us build that arena. So I think it's appropriate.

What I'm more troubled by is if this Commission decides to do it and have it built privately, then I don't want to negotiate this fee today. I don't think it's appropriate. I don't know what his involvement will be. It may not be at all, and that's the point. So I would agree that if it's a publicly built facility, I'm willing to pay that fee. If it's a private-built facility, I want to pay them an hourly basis and I want to be able to say

COMMISSION MINUTES

no whenever I feel like saying no, and that's the end of it, and we've now brought on the folks, and that's the motion I would like to submit.

MAYOR EGGELETION: Okay. So the – let me make sure.

COMMISSIONER RODSTROM: And I think it's more with yours.

MAYOR EGGELETION: Mr. Newton, I need you to help me with this.

MR. NEWTON: Okay.

COMMISSIONER LIEBERMAN: I think it's more with mine.

MAYOR EGGELETION: Maybe you might want to make the vote?

COMMISSIONER LIEBERMAN: I already accept it as a friendly amendment.

COMMISSIONER GUNZBURGER: I have a question.

MAYOR EGGELETION: Let me be sure.

Commissioner Jacobs motion is that you move forward with it. You have an amendment to her motion, that --

COMMISSIONER GUNZBURGER: No, she didn't put it on my --

MAYOR EGGELETION: Okay.

COMMISSIONER JACOBS: Can I explain --

MAYOR EGGELETION: That you move forward -- okay.

COMMISSIONER GUNZBURGER: You put it on.

COMMISSIONER RODSTROM: I don't know which one I put it on. I'll put it on whichever one.

COMMISSIONER JACOBS: Can I explain what I think the issue is and why I don't believe I can put that on as a friendly amendment.

COMMISSIONER RODSTROM: You don't support my amendment?

COMMISSIONER JACOBS: The reason why --

COMMISSIONER RODSTROM: You don't support? Then I'll put it with Ilene.

COMMISSIONER JACOBS: The reason why is our staff has testified there are companies that will come forward as private and turn it into public, and there is a lot of work involved in that feat, so --

COMMISSIONER RODSTROM: We can make that decision at that time.

COMMISSION MINUTES

MAYOR EGGELETION: I understand. What he is saying is that --

COMMISSIONER JACOBS: (Inaudible) today.

MAYOR EGGELETION: What they're saying is they're willing to make it at that time if you go to publicly-financed deal.

COMMISSIONER RODSTROM: But we're still paying it by the hour.

COMMISSIONER LIEBERMAN: (Inaudible.)

MAYOR EGGELETION: Okay. Ladies and gentlemen, see --

COMMISSIONER JACOBS: Can I --

MAYOR EGGELETION: Understand, your agreement is with LMN --

COMMISSIONER JACOBS: And they are working for us, not for a private company.

MAYOR EGGELETION: -- and I don't care what they call how they're subs are getting paid. As long as we control the amount, I don't care what they call it.

COMMISSIONER JACOBS: And they work for us.

MAYOR EGGELETION: And, yeah.

COMMISSIONER JACOBS: He don't work for anyone else. He don't work for the private.

MAYOR EGGELETION: H --

MS. GROSSMAN: REC.

MAYOR EGGELETION: HREC works for LMN.

COMMISSIONER JACOBS: And they work for us.

MS. GROSSMAN: Yes, they work for us actually.

MAYOR EGGELETION: Mrs. Grossman, last comment, and then we'll take the vote.

MS. GROSSMAN: Thank you. And again, this really applies to the purpose in the role of HREC. HREC is serving this deal as a finance advisor. They are --

COMMISSIONER JACOBS: To us.

MS. GROSSMAN: To us. They're serving in this deal as the developer of the RLI.

COMMISSIONER JACOBS: For us.

COMMISSION MINUTES

MS. GROSSMAN: They will serve in this deal – for us, I'm sorry. They will serve in this deal as an evaluator of the proposals when they come for us. They will serve in this deal as a negotiator on behalf of Broward County --

COMMISSIONER GUNZBURGER: Oh, that's the key.

MS. GROSSMAN: – when there is a final proposer.

COMMISSIONER JACOBS: (Inaudible.)

MS. GROSSMAN: And whether it's a publicly or privately financed deal, to that point, they're doing all of that same effort, all of that same work, and --

COMMISSIONER JACOBS: And the cost, what's the cost?

MS. GROSSMAN: And it is cheaper.

COMMISSIONER RODSTROM: I want clarification. If it's a publicly-funded deal --

MS. GROSSMAN: Their price is less.

COMMISSIONER RODSTROM: -- and we end up issuing bonds, then there will be no additional financial advisor on the deal.

MS. GROSSMAN: My -- well, I'll let you answer. He thinks he may want somebody just to watch the bond deal just to kind of keep track of the underwriters, but may not.

COMMISSIONER RODSTROM: You know, I just --

MAYOR EGGELETON: Wait a minute. No. Let Mr. Geoghegan answer the question.

MS. GROSSMAN: My bad.

COMMISSIONER RODSTROM: How many financial advisors are we going to have at the table?

MAYOR EGGELETON: Mr. Geoghegan, Mr. Geoghegan, answer the question.

MR. GEOGHEGAN: We're not going to have -- I, at this point think we can use HREC as a financial advisor for this deal. I mean obviously we're obviously going to get an underwriter --

COMMISSIONER RODSTROM: Precisely. Precisely.

MR. GEOGHEGAN: -- to be working on it, so...

MAYOR EGGELETON: Okay.

Now, Commissioner, who -- where are you drawing your amendment?

COMMISSIONER RODSTROM: Commissioner Lieberman.

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: And I seconded the amendment.

MAYOR EGGELETTION: Commissioner Lieberman, restate the motion for the body.

COMMISSIONER JACOBS: As friendly as it was.

COMMISSIONER LIEBERMAN: Well, actually –

MAYOR EGGELETTION: Restate the motion.

COMMISSIONER LIEBERMAN: Commissioner Rodstrom amended the motion, and as I understand his motion, we are moving forward on an hourly. We're engaging them to do -- to draft the RLI, and what Commissioner Rodstrom, in your amendment -- I want to make sure I have your amendment, that it's not a transaction fee on a private deal it's an hourly –

COMMISSIONER RODSTROM: Hourly until we --

COMMISSIONER LIEBERMAN: Until we make it –

COMMISSIONER RODSTROM: Until the end.

COMMISSIONER LIEBERMAN: Right, and I'm fine with that.

MAYOR EGGELETTION: Okay. The motion is, you draft the RLI and the financial agreement on an hourly basis. If it is determined that you go to a publicly-financed deal, then he's to be paid a fee.

COMMISSIONER LIEBERMAN: That we will negotiate.

MAYOR EGGELETTION: That we will negotiate.

COMMISSIONER LIEBERMAN: But on a private deal, it's hourly. And I'm fine with that.

MAYOR EGGELETTION: Listen, and he will serve as the financial advisor on a publicly-financed deal.

COMMISSIONER LIEBERMAN: Yes, which is why he would be getting a percentage.

MAYOR EGGELETTION: All right. Okay. That's the substitute motion.

COMMISSIONER LIEBERMAN: Yep.'

MAYOR EGGELETTION: We have the substitute motion. If the substitute motion pass, members, it kills the main motion. Okay? All right. Does everybody understand?

COMMISSIONER GUNZBURGER: Yes.

COMMISSIONER WASSERMAN-RUBIN: Yes.

MAYOR EGGELETTION: Okay. All in favor.

MS. GROSSMAN: Mr. Mayor?

COMMISSION MINUTES

MAYOR EGGELETION: Yes, Mrs. Grossman.

MS. GROSSMAN: Just for clarification of the consultant, who happens to be here actually.

MAYOR EGGELETION: Yes.

MS. GROSSMAN: The transaction fee in a publicly-financed deal is still part of --

MAYOR EGGELETION: Yes. Yes.

MS. GROSSMAN: -- is still envisioned as part of this motion?

MAYOR EGGELETION: Yes.

COMMISSIONER LIEBERMAN: Yours is going to be the FA.

MAYOR EGGELETION: It's still envisioned in the motion, yes.

MS. GROSSMAN: No.

MAYOR EGGELETION: The transaction fee as we know it, that is put forth with Mr. Geoghegan is ensconced in the motion, is that correct?

COMMISSIONER LIEBERMAN: For a public deal --

MAYOR EGGELETION: For a public deal.

COMMISSIONER LIEBERMAN: --because he's going to act as the FA. We're not going to have a separate FA.

MAYOR EGGELETION: Okay.

COMMISSIONER JACOBS: Mayor, may I ask a question?

MAYOR EGGELETION: Yeah.

COMMISSIONER JACOBS: I see our staff shaking their head and something -- before we vote, if there is something important that we think we know that we don't know, I would certainly like to have the benefit of the expertise that's been sitting here to explain, you know, at least the shaking of the head.

COMMISSIONER LIEBERMAN: Uninterrupted.

COMMISSIONER JACOBS: Without someone interrupting.

MR. GEOGHEGAN: If I could --

COMMISSIONER RODSTROM: Well, because he's going to be biased.

MR. GEOGHEGAN: His responsibilities --

COMMISSION MINUTES

COMMISSIONER JACOBS: My God.

MR. GEOGHEGAN: His responsibilities, HREC's responsibilities would be all of those laid out that Mrs. Grossman just spoke to with regard to writing the RLI, evaluating the proposals, negotiating the deal, and most importantly, closing the deal, because they won't get paid unless there is a transaction. And they will serve additionally as our financial advisor but they're not just serving as a financial advisor. That's part of what they'd be doing. It would be -- the fee that they proposed was seven tenths of a percent on the hard and soft costs. It's a little bit different than how FA's are paid. So it just --

COMMISSIONER RODSTROM: You usually get paid so much per bond.

MR. GEOGHEGAN: Yes.

COMMISSIONER RODSTROM: It's no different.

MAYOR EGGELETTION: Yeah.

COMMISSIONER RODSTROM: Because we're going to sell bonds.

MAYOR EGGELETTION: Now, ladies and gentlemen, before this vote, I want you all to understand what's going to happen here. Okay. Here's what I suspect is going to happen. You want this deal to go out on the street as a private deal for proposals and as a public deal --

VICE MAYOR WEXLER: Or a public deal.

MAYOR EGGELETTION: -- or a public -- private deal, however you want to say it.

COMMISSIONER LIEBERMAN: Right.

MAYOR EGGELETTION: All right. Everybody have their own philosophy. Here's what I think is going to happen. Okay? Because the market changed. Yesterday it changed on Palm Beach County. They couldn't go to bond. They couldn't go to market. If this deal get held up and you don't get this RLI on the street when you leave here in June, trust me, you're stuck with one deal. That's all you going to get is one deal. So now you all roll the dice and by your decision, you're going to wind up either with two deals or one deal, I guarantee it. And I'm going to sit here and I'm going to be able to tell you, I told you so. So motion has been made and seconded. You have the substitute motion.

All in favor of the substitute motion, raise your hand.

MAYOR EGGELETTION: One, two, three.

COMMISSIONER WASSERMAN-RUBIN: Stacy.

MAYOR EGGELETTION: Stacy is not here.

COMMISSIONER WASSERMAN-RUBIN: I know.

MAYOR EGGELETTION: One, two, three on the substitute motion. All right.

MAYOR EGGELETTION:

COMMISSION MINUTES

All those in favor of the -- of Commissioner Jacobs.

COMMISSIONER JACOBS: Mayor, the main motion.

MAYOR EGGELETTION: Of the main motion, raise your hand.

COMMISSIONER GUNZBURGER: Are we the presidential candidates?

MAYOR EGGELETTION: Okay. So, there you have it.

Commission Jacobs motion passed.

VOTE PASSES 6 TO 3 WITH VICE-MAYOR WEXLER, COMMISSIONERS RODSTROM AND JACOBS VOTING NO.

MAYOR EGGELETTION: Let me just say this.

Mrs. Grossman, we really expect you to control this cost.

MS. GROSSMAN: We will control the cost, but more important, Mr. Mayor, we will give you an RLI on June 19th that invites the whole world into this project.

MAYOR EGGELETTION: And, Mr. Newton, I want your attorneys to structure this in a way that when -- that if we have to walk out because the costs have gotten a little out of hand with our consultants, I want to be able to do that. I want to be able to say bye, see you later.

MR. NEWTON: So we are going to have one deal (Inaudible)?

MAYOR EGGELETTION: No, I think --

COMMISSIONER JACOBS: No.

COMMISSIONER RODSTROM: Because they're not going to want to pay somebody to do their work.

COMMISSIONER LIEBERMAN: (Inaudible.)

COMMISSIONER RODSTROM: Right, you put a transaction fee on the private fee.

COMMISSIONER LIEBERMAN: Let's worry about us. On the airport fee.

COMMISSIONER JACOBS: Just cited six examples where the private transaction fee was paid.

COMMISSIONER WASSERMAN-RUBIN: Unbelievable.

COMMISSIONER RODSTROM: I didn't pay for that.

COMMISSIONER GUNZBURGER: Neither did I. *The Wall Street Journal*, when they came out -- the Wall Street Journal came out against it last week. Did you see that, John?

COMMISSION MINUTES

COMMISSIONER RODSTROM: No.

COMMISSIONER JACOBS: Against Broward.

COMMISSIONER GUNZBURGER: By the way, I want to make one announcement about our road. One of the things that we should pay attention to when we get out to the sites is the ambient noise before even the airplane is there. Because the airplane will add to the ambient noise.

MAYOR EGGELETTION: Can we do this?

COMMISSIONER GUNZBURGER: But I wanted to do it in the public venue.

MAYOR EGGELETTION: Listen. No. This is a publicly noticed thing. The press is going to be with you on the bus. You're to leave here, and I think that they told you that you are to leave here and you're to go to the convention center, go in the back way to the convention center. Someone will tell you where to park. The buses are waiting on you. We need to get there quickly. Otherwise, the traffic is going to kill you.

(THE MEETING ADJOURNED AT 3:56 P.M.)

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

(CD-07-59)

Public Hearing 2:00 p.m.

PUBLIC HEARING MINUTES

PUBLIC HEARING OF JUNE 5, 2007

(The meeting convened at 2:00 p.m. and adjourned at 2:44 p.m.)

PLEDGE OF ALLEGIANCE was led by Broward County Commissioner Ken Keechl, District 4.

CALL TO ORDER: Mayor Eggelletion called the meeting to order and declared a quorum present.

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

COMMISSION MINUTES

1. MOTION TO ADOPT Resolution 2007-370 of the Board of County Commissioners of Broward County, Florida, amending Chapter 24, Part III, Section 24.19, "Approved Standard Agreements", and Section 24.20, "Execution by County Administrator" of the Broward County Administrative Code; approving standard contract forms for use in the Public Art and Design Program; providing for severability; providing for inclusion in the Administrative Code (except as otherwise provided herein); and providing for an effective date.

ACTION: (T-2:18 PM) Approved.

VOTE: 8-0.

2. MOTION TO ADOPT Resolution 2007-371 of the Board of County Commissioners of Broward County, Florida, approving an inventory list of real property within Broward County to which Broward County holds fee simple title that is appropriate for use as affordable housing; and providing for an effective date.

ACTION: (T-2:18 PM) Approved.

VOTE: 8-0.

3. MOTION TO CONSIDER enactment of an Ordinance, the title of which is as follows:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, AMENDING SECTION 31½-42 OF THE BROWARD COUNTY CODE OF ORDINANCES, RELATED TO THE DISTRIBUTION OF THE LOCAL OPTION GAS TAX PROCEEDS BETWEEN THE COUNTY AND THE MUNICIPALITIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR A CERTIFIED COPY TO BE SENT TO THE DEPARTMENT OF REVENUE; AND PROVIDING FOR AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

ACTION: (T-2:18 PM) Filed proof of publication and enacted the Ordinance to become effective as provided by law.

VOTE: 8-0.

4. MOTION TO CONSIDER enactment of an Ordinance, the title of which is as follows:

AN ORDINANCE AMENDING CHAPTER 25½, PARKS AND RECREATION, OF THE BROWARD COUNTY CODE OF ORDINANCES; ESTABLISHING A POLICY RELATED TO THE SALE AND CONSUMPTION OF ALCOHOLIC BEVERAGES IN COUNTY PARKS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

ACTION: (T-2:19 PM) Filed proof of publication and enacted the Ordinance to become effective as provided by law.

VOTE: 8-0.

COMMISSION MINUTES

5. MOTION TO CONSIDER enactment of an Ordinance, the title of which is as follows:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, AMENDING SUBSECTION 10-31(a) OF THE BROWARD COUNTY CODE OF ORDINANCES; REQUIRING THE CLERK OF COURT TO COLLECT AN ADDITIONAL \$5.00 FOR EACH CIVIL TRAFFIC PENALTY AND FOR THE MONIES TO BE DEPOSITED INTO THE DRIVER EDUCATION SAFETY TRUST FUND; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

(Sponsored by the Board of County Commissioners)

ACTION: (T-2:19 PM) Filed proof of publication and enacted the Ordinance to become effective thirty (30) calendar days after enactment.

VOTE: 8-0.

6. MOTION TO CONSIDER adoption of a Resolution amending the Administrative Code, the title of which is as follows:

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, AMENDING VOLUME II, CHAPTER 32, OF THE BROWARD COUNTY ADMINISTRATIVE CODE, PART II, FRANCHISES, AMENDING SECTION 32.16, APPLICATION FOR STEVEDORE, CARGO HANDLER, AND TUGBOAT OR TOWING FRANCHISES; AMENDING SECTION 32.17, ISSUANCE AND RENEWAL CRITERIA FOR A STEVEDORE, CARGO HANDLER AND TUGBOAT OR TOWING FRANCHISES; AMENDING SECTION 32.19, STEAMSHIP AGENT FRANCHISE; AMENDING SECTION 32.20, VESSEL BUNKERING SERVICE, VESSEL OILY WASTE REMOVAL SERVICE AND VESSEL SANITARY WASTE WATER REMOVAL SERVICE FRANCHISES; AMENDING SECTION 32.29, PROBATION, SUSPENSION AND REVOCATION OF A FRANCHISE; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE BROWARD COUNTY ADMINISTRATIVE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

ACTION: (T-2:20 PM) Deferred. (Refer to minutes for full discussion.)

VOTE: 7-0. Mayor Eggelletion was not present during the vote.

COMMISSION MINUTES

THE BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
PUBLIC HEARING OF
JUNE 5, 2007

2:00 P.M.

A public hearing of the Broward County Board of County Commissioners, Broward County, Florida, was held in Room 422 of the Government Center, Fort Lauderdale, Florida, at 2:00 p.m., Tuesday, June 5, 2007.

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

CALL TO ORDER

MAYOR EGGELETION: Okay. We're missing some members. We are just finishing up. It's a very, very busy day for us today and just coming out of a 12:00 o'clock workshop, so let me apologize.

At this particular time, I would like to call to order the Board of County Commissioners meeting for 2:00 p.m. on June 5th, 2007.

And I would like for us to be lead in the Pledge of Allegiance by Commissioner Keechl.

(THE PLEDGE OF ALLEGIANCE WAS LEAD BY KEN KEECHL, BROWARD COUNTY COMMISSIONER, DISTRICT 4.)

MAYOR EGGELETION: Thank you very much.

GOOD AND WELFARE

MAYOR EGGELETION: Today, as a normal course of business, we would usually have Good and Welfare to take place at this time. However, because of the fact that our agenda is rather tight today, we only have one item of Good and Welfare, and at this particular time I would like to recognize --

(COMMISSIONER JACOBS ENTERED THE ROOM.)

MAYOR EGGELETION: -- Commissioner Keechl for a presentation.

COMMISSION MINUTES

Commissioner, you're recognized.

(COMMISSIONER LIEBERMAN ENTERS THE ROOM.)

COMMISSIONER KEECHL: Thank you, Mayor. I appreciate the professional courtesy of allowing us to go forward with this today because I have been waiting for this for a while, and I know our schedule is extremely busy with the airport. I just want to take a few minutes and tell you as a new Commissioner who represents a number of districts, along with my colleague, Commissioner Jacobs, in Deerfield, I recently had the opportunity to meet a fine family through a good friend of mine, Terry Scott, and Terry said to me: I want you to come up for a street naming, and I said: Sure, I will come up.

And he said: There's a family known as the Philpart family that you need to get to know. I went up there and we did the street renaming, and I realized that on the City Commission of Deerfield Beach had dedicated one day to Thomas Hardin Philpart, and I thought to myself after learning about this gentleman that Broward County should also recognize him, and I'm glad that my colleagues unanimously agree. So at this time, I would like to read a proclamation:

WHEREAS, Thomas Hardin Philpart was born on April 18, 1904, in Alachua, Florida, and died on August 15, 1988, at the age of 84; and

WHEREAS, Thomas Hardin Philpart is one of 13 children of proud parents, Thomas and Leona Philpart; and

WHEREAS, in 1927, he moved to Deerfield Beach, where one year later he met Mozella Johnson and they married on October 18, 1928; and

WHEREAS, during their very loving marriage, Thomas and Leona had 9 children, 56 grandchildren, 158 great grandchildren, and 57 great, great grandchildren; and

WHEREAS, for Thomas, every Wednesday was grand daddy day, as you could imagine, as he would drive all his grandchildren to piano lessons in Delray Beach after school is over. He loved his grandchildren more than anything else as they were always his number one priority; and

WHEREAS, Thomas Philpart was a member of the Bethlehem Missionary Baptist Church and also a member of the Mason's Delta Lodge 519; and

WHEREAS, although he had very little schooling and his formal education ended in the fifth grade, he became a very successful entrepreneur by diligently educating himself in business; and

WHEREAS, Mr. Philpart built his own home in 1928 and operated the first gas station in Deerfield Beach. He later purchased more property in Deerfield Beach and built more homes and apartments to rent, oftentimes allowing the homeless who had children to live in his homes, in his apartments, rent free until they could find employment; and

WHEREAS, to further express his kindness and generosity to the less fortunate, he would give families without money the vegetables he grew on his farm and allow others to use his vehicles whenever the need arose; and

WHEREAS, Thomas Philpart was one of the first people in Deerfield Beach to own a television set and he shared this luxury with anyone who desired to watch television. And when the TV was not on, he would teach the children in the neighborhood to play checkers, shoot pool and read the Bible; and

COMMISSION MINUTES

WHEREAS, Thomas Philpart was undoubtedly a charitable, considerate, distinguished gentleman who always put the best interest of others before his own, and his contributions to all who knew him will never be forgotten; and

WHEREAS, in honor of this remarkable, remarkable man, the City Commission of the City of Deerfield Beach approved the renaming of Southwest 2nd Avenue to Thomas Philpart Avenue in a dedication, which I attended, on March 24, 2007, NOW THEREFORE,

BE IT PROCLAIMED BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA,

That this Board designates today, June 5, 2007, as "THOMAS HARDIN PHILPART APPRECIATION DAY" in Broward County, Florida, signed by our Mayor today.

(Applause.)

COMMISSIONER KEECHL: Would you like to say a few words?

MS. PHILPART-DANIELS: Good afternoon, I'm Mary Joyce Philpart-Daniels, and I'm one of nine children of Thomas and Mosella Philpart, along with some other siblings here. It's a great honor and we really, truly appreciate you all doing this, and thank you so much, Ken, for being at the dedication. We appreciate you coming out, taking the time to recognize 2nd Avenue as Thomas Philpart Avenue. Thank you so much.

MAYOR EGGELETON: Just for a brief moment, I just found out, you know, everybody here knows my wife, but this family and my wife's grandmother, their mother were sisters. It's a small world and my wife probably told me, but when you suffer from a short memory things like that do happen. But I do know this family historically, Francis Philpart, just a very large family, a very successful people as is my wife's family as well. It's very large.

They were all farmers and, you know, I was telling them, I used to love when we first got married, the eggplants, she used to go to Deerfield Beach and get bring back. I became an eggplant junkie. So I like fried eggplants and those type of vegetables, and my mother-in-law, I guess is still there, Elsie.

MS. PHILPART-DANIELS: Yes.

MAYOR EGGELETON: She used to babysit my wife, so it just tells you how small the world is.

MS. PHILPART-DANIELS: Yes.

MAYOR EGGELETON: Thank you.

COMMISSIONER JACOBS: And, Mayor, if I could. I also come from a farming family and I'm one of 38 first cousins, and I thought we had a large family but you certainly outdid our family. Congratulations.

MS. PHILPART-DANIELS: Yes.

COMMISSIONER JACOBS: Having today named, it's just wonderful.

COMMISSION MINUTES

MS. PHILPART-DANIELS: The Philpart family is one of the largest in the City of Deerfield and throughout Broward County.

MAYOR EGGELETION: Come on down. Members, gather around.

THE PHOTOGRAPHER: One, two, three.

UNIDENTIFIED SPEAKER: Cheese.

THE PHOTOGRAPHER: Cheese. Let me do one more. Give me a second. One, two, three.

(Applause.)

MS. PHILPART-DANIELS: Thank you so much, sir. Thank you.

MAYOR EGGELETION: Excuse me. Why don't you go to the mike and introduce the rest of your family members that are here. Okay?

MS. PHILPART-DANIELS: If the Philpart family members could please come up.

MAYOR EGGELETION: Look, you can tell who is in charge, right?

MS. PHILPART-DANIELS: This is Barbara Philpart, Willip Philpart.

COMMISSIONER JACOBS: Is that your sister?

MS. PHILPART-DANIELS: Sister-in-law here. Brother here, Willip Philpart. Flora Philpart, sister-in-law.

CONFERENCE OPERATOR: You are the only person in the meeting now.

COMMISSIONER LIEBERMAN: I hate when this happens.

MS. PHILPART-DANIELS: Francis Stewart and Nathaniel Daniels, my husband. Okay? Francis Philpart, sister. Philpart-Stewart, okay?

MAYOR EGGELETION: Francis was a teacher in the public school system for years.

MS. PHILPART-DANIELS: No, that was the sister-in-law.

MAYOR EGGELETION: Sister-in-law.

MS. PHILPART-DANIELS: Yes, uh-huh. That's another sister-in-law.

MAYOR EGGELETION: Okay.

MS. PHILPART-DANIELS: Yes, uh-huh.

MAYOR EGGELETION: Okay. Good.

MS. PHILPART-DANIELS: Okay. Thank you.

COMMISSION MINUTES

PUBLIC HEARING

MAYOR EGGELETION: Okay. Ladies and gentlemen, now that we have Good and Welfare out of order, we have six items of the public hearing agenda today. This is a public hearing. The appropriate notices have been placed. Those in the public who wishes to speak on an item on the public hearing agenda, please sign up at the minutes person at the end of the dais here.

AGENDA ITEM 1

MAYOR EGGELETION: The first item is a motion to adopt a resolution of the Board of County Commissioners of Broward County, Florida, amending Chapter 24, Part III, Section 24.19.

(COMMISSIONER JACOBS LEFT THE ROOM.)

MAYOR EGGELETION: Is there any member from the public wishing to speak on the item? Any member from the public wishing to speak to the item?

Seeing there's no member from the public wishing to speak, the public hearing is now closed. The Commission will deliberate.

The item has been moved by Commissioner Lieberman; seconded by Commissioner Wasserman-Rubin.

Any objection?

Any objection?

Without objection, show Item 1 pass without objection.

VOTE PASSES UNANIMOUSLY.

AGENDA ITEM 2

MAYOR EGGELETION: The second item is a motion to adopt a resolution of the Board of County Commissioners, Broward County, Florida, approving an inventory list of real property. This is a public hearing. Anyone from the public wishing to speak to this item?

Seeing there's no one to speak to this item, the public hearing is now closed. The Commission will deliberate.

The item has been moved by Commissioner Lieberman; seconded by Commissioner Rodstrom.

Any objection?

Any objection?

Without objection, show the item pass unanimously without objection.

VOTE PASSES UNANIMOUSLY.

COMMISSION MINUTES

(COMMISSIONER JACOBS RETURNED TO THE ROOM.)

AGENDA ITEM 3

MAYOR EGGELETTION: Item Number 3 is a motion to consider an enactment of an --
COMMISSIONER LIEBERMAN: Move Item 3.

MAYOR EGGELETTION: -- ordinance. The title of which an ordinance of the Broward County Board of County Commissioners, Broward County, Florida, amending Chapter 31 ½-42 of the Broward County Code of Ordinance.

Anyone from the public wish to speak to the item?

Seeing there's no one from the public wish to speak to the item, the public hearing section is now closed. The Commission will deliberate.

The item has now been moved by Commissioner Lieberman. It's been seconded by Commissioner Keechl.

Any objection?

Any objection?

Without objection, show Item 3 pass unanimously without objection.

(COMMISSIONER JACOBS RETURNED TO THE ROOM.)

COMMISSIONER JACOBS: Mayor?

MAYOR EGGELETTION: Yes.

COMMISSIONER JACOBS: Can you please show me voting in the affirmative for Items 1 and 2?

MAYOR EGGELETTION: Let the record reflect that Commissioner Jacobs wishes to be voting in the affirmative on Item 1 and 2.

AGENDA ITEM 4

MAYOR EGGELETTION: Item Number 4 is a motion to consider an enactment of an ordinance, the title of which is as follows: An ordinance amending Chapter 25 ½, Parks and Recreation, Broward County Code of Ordinance, establishing a policy relating to the consumption and sale of alcoholic beverages, County Parks, providing for the severability, providing for the inclusion in the Code, providing for an effective date.

This is a public hearing. Anyone from the public wish to speak to the item? Anyone from the public wishing to speak to the item? Seeing there's no one from the public who wishes to speak to the item --

COMMISSIONER LIEBERMAN: Move approval.

COMMISSION MINUTES

MAYOR EGGELETTION: -- the public hearing is now closed.

The item has been moved by Commissioner Lieberman; seconded by Commissioner Keechl.

Any objection?

Any objection?

Without objection show the item passes unanimously without objection.

VOTE PASSES UNANIMOUSLY.

AGENDA ITEM 5

MAYOR EGGELETTION: Motion Number 5 is a motion to consider enactment of an ordinance, the title of which is entitled the following: An ordinance of the Broward County Board of County Commissioners of Broward County, Florida, amending Chapter 10-31A of the Broward County Code of Ordinance requiring for the Clerk of the Court to collect an additional \$5 for each civil traffic penalty.

This is a public hearing. Anyone from the public wishing to speak to the item? Seeing that there is no one from the public that wish to speak to the item, the public hearing section is now closed. The Commission will deliberate.

The item has been moved by Commissioner Gunzburger; seconded by Vice Mayor Wexler.

Any objection?

Any objection?

Without objection, show the item pass unanimously without objection.

VOTE PASSES UNANIMOUSLY.

AGENDA ITEM 6

MAYOR EGGELETTION: Item Number 6 is a motion to consider adoption of a resolution amending the Administrative Code, the title of which is as follows: The resolution of the Board of Broward County Commissioners, Broward County, Florida, amending Volume II, Chapter 32, of the Broward County Administrative Code, Part II, franchises, amending Section 32.16, application for stevedore, cargo handler, and tugboat or towing franchise, amending Section 32.17, issuance of renewal criteria for a stevedore, cargo handler and tugboat or towing franchises, amending Section 32.19, steamship agent franchise, amending Section 32.20 vessel bunkering service, vessel oily waste removal service and vessel sanitary waste water removal service franchises, amending Section 32.29, probation, suspension, and revocation of a franchise, providing for severability.

This is a public hearing. Anyone from the public wishing to speak to the item? Yes, sir? Before you leave, please sign in with -- oh, wait a minute. We do have -- the name is Norman Spencer.

MR. SPENCER: Right.

MAYOR EGGELETTION: Mr. Spencer, you're recognized. I'm sorry. I apologize, sir.

COMMISSION MINUTES

MR. SPENCER: No problem. Thank you very much, Mayor, Commissioners. I'm here as a franchise stevedore agent and freight handler with an existing -- well, not an existing -- franchise already in Port Everglades.

My company, Eller & Company, of which I am senior vice president as the oldest established steamship agent and franchise stevedore in Port Everglades, and I just quickly want to say that the amendments to the Administrative Code sections, as you have such read, breathe new life and purpose into the meaning of the word "franchise" for us existing franchise holders in Port Everglades, for what really is the meaning of the word "franchise." And I think there's an implication there that allows us to do business, continue doing business as we have in our capacity as stevedores, agents and whatnot, and we think there is an implication by the sheer meaning of the word "franchise" in this.

We would like to thank Commissioner Lieberman for her initiative in this regard on behalf of a number of the franchise holders in Port Everglades. We thank her again for her direction and initiative on this amendment. Thank you.

MAYOR EGGELETON: Okay. Commissioner Lieberman, you're recognized.

COMMISSIONER LIEBERMAN: Yeah, you recall when this item came to us, I had asked for amendments and those amendments are in the item that's before you.

When I looked at what Commissioner Keechl is doing, I have trouble following because those items were already -- if you recall, nobody objected to the items that I was amending this. So when Mr. Newton wrote this item, he included them in the item. So what I wanted to have was Commissioner Keechl walk us through what's different about what he's proposing from what was written in, because the section about, does -- the section with respect to having an exception if there is no other stevedore and a merger doesn't qualify. It's already in the item before you. So it's a bit confusing.

MAYOR EGGELETON: Okay.

Commissioner Keechl, you're recognized to respond.

COMMISSIONER KEECHL: Thank you. At the last hearing, Commissioner Gunzburger and I -- I believe Commissioner Gunzburger, expressed some concern with the anti-competitive nature of the first portion of the ordinance. I believe Commissioner Ritter also had some comments. Then there were some comments with regard to the second portion of the proposed ordinance which deals with the past crime issue.

I said at the last meeting and I stick by what I said, I don't think that the first portion of the ordinance, even with the exceptions, for me, is appropriate.

(MAYOR EGGELETON LEFT THE ROOM.)

COMMISSIONER LIEBERMAN: I think it's anti-competitive in nature, and I don't think we should be requiring potential stevedores to have a written contract in their hand. I assume the proposed amendment that the County Attorney provided would be in case there was agreement to remove that portion. I don't think that's what this board did last time. So I said last time and I'm saying again, I'm not going to vote for the ordinance as written with regard to the first two proposals.

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: Let me try and clarify what the issue is. I'm not sure what you are trying to accomplish by this because of the way in which it's proposed. The language that you have in this, which I am not sure what you're doing with, is already in the ordinance. I expressed the same concerns. I brought the item up. When this item came to us originally to advertise, I expressed two concerns, one, that there needed to be an exemption to the provision to deal with the situation if there was no other stevedore, and you want something in writing, because you want to know that somebody whose coming in has an agreement to do service there. What you have in this exactly matches what's here.

COMMISSIONER KEECHL: Commissioner, I didn't draft this. I didn't even see it until five minutes ago. My position is really simple. That prior to granting a franchise, an applicant must provide written evidence of a legally binding agreement, I don't agree with, and that's all it is.

COMMISSIONER LIEBERMAN: Okay. That's not what is this --

COMMISSIONER KEECHL: I know.

COMMISSIONER LIEBERMAN: That's why I'm confused.

COMMISSIONER KEECHL: It confused me when I saw it too.

All I'm saying is my position is whether five of you agree or not -- four of you agree or not, Section 10, that I have to have a written agreement in your hand, I'm not voting for. But I don't to kill the entire thing if you want the criminal part.

COMMISSIONER LIEBERMAN: Okay. If I can, Vice Mayor, follow up on that?

VICE MAYOR WEXLER: You were asked to explain, are you done addressing?

COMMISSIONER KEECHL: I'm done, yeah.

COMMISSIONER LIEBERMAN: Okay. What's in front of you is an amended version of the ordinance that originally came to us, and, if you recall, there were not objectors when we first discussed amending the ordinance, and the issue was to be able to have an exemption for those situations where there is no existing franchise holder. No one objected to an additional provision in the ordinance to have an exemption. There may have been some decision about going above and beyond that, but there were no objections to having an exemption.

In addition, the issue that came up is -- there is some case law and I defer to the County Attorney on that because he researched it and we've had several conversations, there's a period of time which you can no longer ask people if they were convicted of a crime under the case law.

COMMISSIONER KEECHL: Right.

COMMISSIONER LIEBERMAN: And he had researched that and this section was redrawn. The item that is in front of you as written has both of the items that I brought up at that meeting, is to deal with the case law that finds after a period in time, it's discriminatory to ask whether or not someone had had a prior conviction.

Mr. Newton?

MR. NEWTON: Yeah, we had researched that issue, quite frankly, didn't find anything definitive in the area of licensor or franchisee. Did find some examples that existed in the --

COMMISSION MINUTES

COMMISSIONER LIEBERMAN: With employment.

MR. NEWTON: -- with the employment arena. We thought it was best that since that is just simply one of the factors that the Board would consider with respect to the renewal application, revocation, et cetera, that we would leave it open to the discretion of the board rather than setting for a particular time period.

On the other issue, with respect to amendments, as you know, this is public hearing. It is appropriate at this time for any additional amendments of, which I think Commissioner Keechl is bringing forward to be considered by the Board. But the effects of the amendment that our office drafted, as the Commissioner's indicated is essentially to eliminate a requirement that there be a contract in hand prior to the granting of a franchise.

COMMISSIONER LIEBERMAN: And I appreciate that. You know, I just think we should do business at the port having something in writing is a long-term tradition and a standard of operating at the port whether it's new business or whether it's that you are getting existing business because there is no franchisee. Otherwise what happens is, you can award franchises but they may end up doing no business at the port.

So I'd ask Ms. Brangaccio, with your permission, to ask Mr. Allen because it has been the practice at the port to acquire something in writing. It's not new. It's been in practice for quite some time.

VICE MAYOR WEXLER: You're recognized, Mr. Allen.

MR. ALLEN: Madam Chair, to the Commissioner, the practice in the past at the port, although not embodied with the Administrative Code has been restricted in the first year of a franchise to new business only. There's never been a requirement that it be stated as a contract in place, but that the business would bring in new business during that first year in order to be considered, so they are not considered as robbing from existing businesses, and that was in the first-year application, but that was never embodied in the Administrative Code. That was a practice.

COMMISSIONER LIEBERMAN: Okay.

MR. ALLEN: And the most recent case, that was what the practice was embodied in that also.

COMMISSIONER LIEBERMAN: Right. So if I can just follow up, my understanding of this issue is, that has been our practice for a long period of time and now we're simply taking current practice and putting it in the code. So, you know, it's the will of the majority if they want to take current practice out of being, but it is what everybody who is doing business at the port currently has had to meet.

VICE MAYOR WEXLER: There are three other Commissioners to be recognized, Gunzburger, Keechl and Jacobs. .

Commissioner Gunzburger.

COMMISSIONER GUNZBURGER: You know, just because it's always the way it's been done, doesn't mean you continuing doing it the same way.

I have spoken with some of the port businesses, not Mr. Eller's, but others who look forward to seeing some more competition there. Outside of the port, when I go and open up a store, retail store, say, a service business for painting or fixing a home or whatever, there is no guarantee that I will get business,

COMMISSION MINUTES

and I take my chance. I pay a fee to have the franchise at the port and I looked to see if it's business that would be interested in using my services. I may offer better services than they are getting elsewhere or I may offer less expensive services, but I always thought the American way was competition, not guaranteed no competition. And therefore, although I wanted to have a full hearing, I had spoken in opposition to it when we first brought it forward, when you first brought it forward, Commissioner Lieberman, and I am still strongly opposed to this change and I will not support it.

COMMISSIONER LIEBERMAN: Okay.

VICE MAYOR WEXLER: Thank you.

Commissioner Keechl.

COMMISSIONER KEECHL: Thank you, Vice Mayor. This originally started when we had a stevedore come to us who had claimed that it had new business but did not have the contract because it's almost impossible, according to that applicant, to get the contract until after you have the permit. All of a sudden it turned into an amendment to have a written contract. Again, it's anti-competitive. I also remember being told that at that hearing, I believe by Mr. Allen, that reviewing the records had indicated that we didn't always require new business although there were some reasons to question whether or not things had changed in the interim. So, again, if it's the will of the Board to put in the provision with regard to the criminal issue as a factor that this board can consider, I can live with that, but I can't live with the written contract provision. Thank you.

VICE MAYOR WEXLER: Thank you, Commissioner.

Commissioner Jacobs.

COMMISSIONER JACOBS: Commissioner Keechl, I'm confused because your item specifically states you must have contract in hand, so if this is not accurate --

VICE MAYOR WEXLER: It's been determined, Commissioner.

COMMISSIONER JACOBS: Oh, I didn't read the verbiage ahead of it.

VICE MAYOR WEXLER: Right.

COMMISSIONER JACOBS: Okay.

VICE MAYOR WEXLER: Great.

COMMISSIONER JACOBS: So onto my other issues, sorry.

VICE MAYOR WEXLER: Thank you.

COMMISSIONER JACOBS: That was Rosanna. And he's deleting all of Item 10. Okay. See, here's the thing. If you -- Commissioner Gunzburger makes a valid point about competition, which I share, but the issue is we are the port authority in essence. You have a rather controlled environment. It's not the open market, but even if you make a leap to an open market -- if you want to go open a Honda dealership, for example, there is a service area around which you are able to open another one because the competition, it takes away and detracts from the overall effectiveness of one of the dealerships. That's the way franchises work. That's why we use the word "franchise."

COMMISSION MINUTES

So for me the issue is, if someone is going to come into our port and they don't have any business there and they have a year in order to find that contract because when they come in they don't necessarily have to have that contract but it works out only for a year, if it disappears, if you haven't brought any business within a year, then I am not too sure that you are needing to be there in the first place.

So for me -- this did evolve with one company coming in that wanted to draw outside business from another port into Broward County's port. That's good for our port. In order for them to be able to do that, they had to be able to have the franchise in hand in order to that accommodate that. And what we did was allow them in for a year, so that they could, so that all of these things could transpire. If, in fact, by the end of the year, none of that happens, then their franchise goes -- they are not renewed and they're out. So whatever language we need to do to allow that inroad to bring new business into Port Everglades without detracting from existing businesses, I'm comfortable with.

And it seems to me that we are all saying exactly the same thing but the language here is not written in such a way that we all understand it. So I would ask the county attorney, because clearly others in the port who know this business don't understand what's here.

And so, Mr. Newton, I would ask if there was a way to capture that should that be -- and I see a lot of nodding heads, the will of the board which I think the will of the board was at the genesis of this discussion. It just isn't being borne out here in legalese. In English.

VICE MAYOR WEXLER: Mr. Newton, do you think that you could further clarify through the language?

MR. NEWTON: I'll try to clarify, but I thought it was pretty straightforward as it presently exists in terms of the language with the requirement of having a contract in hand before being able to be granted a franchise. But certainly, I think this language has been shared with the particular association and I am not sure whether any comments have come back from that association with respect to this language, but, but certainly if it's the will of this board, we can take another shot at drafting language which would clarify the issue further if you like.

VICE MAYOR WEXLER: Before I recognize Commissioner Keechl, I would just like a little opportunity. Commissioner Jacobs, I think you really summed it up very, very well as far as a little historical but I'm going to pepper it a little bit more. The gentleman that came before us, his history was, is that he had a debt with a particular cruise ship line that already had contractual arrangements with Port Everglades. I believe it was Princess. He already had contractual agreements -- Princess already had contractual agreements with a different stevedoring line, but on the West Coast of the United States they happened to have used or been using, the gentleman that stood before us, wanting a new franchise at Port Everglades.

One of the other purple-sheeted items today was also from Princess and Holland American Lines telling us that they object to these amendments that are before us. That they do not want any -- they oppose any further restrictions and they would like the competitive services continue as -- and your unwritten, Mr. Allen, procedure that has been in place that we're trying to memorialize here. But for that to remain, and for I guess the current stevedoring companies to have competition to come in, I'm not sure that's the philosophy that we had had at that meeting. It's not what I heard from the majority --

COMMISSIONER LIEBERMAN: Right.

VICE MAYOR WEXLER: -- of my colleagues that day, which is why the language that's in front of us reflects, Mr. Newton, you heard us direct, which was to memorialize in the Code, you have to have new arrangements or new -- I don't want to use the word -- I'm going to stop short of the word "contract" but

COMMISSION MINUTES

new business developed at the port, not to take away from the long companies that have served this port, this area well.

So, you know, I'm torn -- sorry, please. I'd loved to recognize you again, however, you've had your three minutes. It's now our debate -- That's how I recall this occurring. So, Mr. Newton, I believe you were right on target in what you've done here although -- but could the language be a little clearer? Possibly, always possibly, but I believe it reflects what a majority of the commissioners' intent happen to have been that afternoon.

MR. NEWTON: And I don't recall specifically the language of the Administrative Code, but the Board always has the ability, I think as was mentioned, to grant a franchise in some way and I'm not sure whether there's ever been any history where part of the restriction in terms of granting the franchise is that you come back at some point in time or come forward with a contract in hand. That, I am just not aware of.

VICE MAYOR WEXLER: Commissioner Keechl.

COMMISSIONER KEECHL: Thank you, Vice Mayor. Just very briefly. I can't tell you exactly what the majority was thinking at that last hearing, but we did have a vigorous debate about it. What seems to be the consensus then and what seems to be the consensus now is we want to protect our existing franchises. What we don't want to be anti-competitive by putting a requirement in an ordinance that makes it impossible for a new franchise to come into the port, not to steal franchisees' business, but to bring new business in, and that really was the issue. Somehow that became a written contract and I think that's where the problem is. I'm all in favor of a provision that codifies the understanding that a new franchise not steal business from an existing franchise. But I don't want to codify unintentionally a provision that makes it impossible for a new franchise to bring new business to our port and be precluded from doing that because we're requiring a written contract. Thank you.

VICE MAYOR WEXLER: (Inaudible).

COMMISSIONER LIEBERMAN: Yeah, I think where the issue is, is with the word "contract" because what we were trying to do is codify the process, and what the process is, that we've given a one-year franchise and if they don't bring new business, we don't renew. So it may just be with the word "contract." Maybe it's "the potential for new business" is a substitute language as opposed to a written agreement. That's really what the intent was there. Even with that, you're still going to need an exemption because you have franchises that go out of business. You have shipping lines that merge with franchises and want to take the operation in-house, so you're still going to need an exception, because there are going to be exceptions as this industry continues to have changes within it.

I don't have a problem. I think the best course of action is not to pass this today, to defer it and let Mr. Newton come back with the appropriate language that codifies where we're all going with this. And contracts the issue.

But I, like Commissioner Jacobs, I'm not troubled by the limits. I'll tell you why. Very shortly you are going to be discussing about drafting an RLI for a convention center/hotel. If you think we have restrictions in terms of Honda dealers or Lexus dealers or Chevrolet dealers, wait until you start talking about flags for hotels.

VICE MAYOR WEXLER: Commissioner Jacobs?

COMMISSION MINUTES

COMMISSIONER JACOBS: Thank you, Vice Mayor. Just one final comment, and that is, perhaps, the way we get at this is at the back end, that we ensure that no contract comes back -- no franchise, rather, gets renewed --

COMMISSIONER LIEBERMAN: Gets renewed.

COMMISSIONER JACOBS: Unless it has. And that's the direction we go for the language.

COMMISSIONER LIEBERMAN: Right.

COMMISSIONER JACOBS: That you have it for a year and then when you come back for renewal. There has to be some hurdle you must overcome in order for it to be renewed.

COMMISSIONER LIEBERMAN: It shall not be renewed unless.

COMMISSIONER JACOBS: Maybe that's the way to go at it.

COMMISSIONER LIEBERMAN: Well, I think it's still better to defer it, let them do the language, let us read it.

COMMISSIONER JACOBS: I agree with the deferral. I'm just saying from a point of forming new language, maybe that's more clear.

COMMISSIONER LIEBERMAN: So when you're ready, I'm ready.

VICE MAYOR WEXLER: I just want to confirm through our attorney that he is clear in the direction of the Commission.

MR. NEWTON: I think I got it now.

VICE MAYOR WEXLER: All right. Thank you, Evan.

Commissioner Lieberman.

COMMISSIONER LIEBERMAN: Yeah, my motion would be to defer Item Number 6 to allow the attorney to correct some of the language and perhaps to amend it so that the requirement is, after a year they must come back.

COMMISSIONER KEECHL: Second.

VICE MAYOR WEXLER: Thank you. Okay. It's been moved and seconded. Any further discussion?

COMMISSIONER LIEBERMAN: I would leave all the other items in there.

VICE MAYOR WEXLER: Thank you. Hearing --
All those in favor indicate by aye.

COMMISSIONER KEECHL: Aye.

VICE MAYOR WEXLER: Aye.

COMMISSION MINUTES

Opposed like sign.

VOTE PASSES UNANIMOUSLY.

VICE MAYOR WEXLER: I believe that concludes the public hearing. Since I don't have a script, is there anything else, Mr. Newton, that's supposed to be said? No?

MR. NEWTON: You're done with the public hearing part.

(THE MEETING ADJOURNED AT 2:44 P.M.)

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

(CD-07-59)

Public Hearing 6:50 p.m.

PUBLIC HEARING MINUTES

THE BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
PUBLIC HEARING
JUNE 5, 2007
6:00 P.M.

A Public Hearing of the Broward County Board of County Commissioners, Broward County, Florida, was held at the Convention Center, Floridian Ballroom, Fort Lauderdale, Florida, at 6:50 P.M., Tuesday, June 5, 2007.

<u>COMMISSIONER</u>	<u>DISTRICT</u>	<u>ATTENDANCE</u>
Josephus Eggelletion, Jr.	9	Present
Sue Gunzburger	6	Present
Kristin D. Jacobs	2	Present
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

CALL TO ORDER: Mayor Josephus Eggelletion, Jr. called the meeting to order and declared a quorum present.

PUBLIC HEARING

COMMISSION MINUTES

MAYOR EGGELETON: Good evening, ladies and gentlemen. I would like to open the public hearing of the board of Broward County Board of County Commissioners deliberation for the runway alternatives for the Fort Lauderdale-Hollywood International Airport.

If you would please join with me and stand for the Pledge of Allegiance to the flag of United States of America.

(PLEDGE OF ALLEGIANCE.)

MAYOR EGGELETON: Thank you very much. Members of the Board, on your microphone in front of you is a little button. When you press that button, a red light will come on and your microphone will light up. When you press it, the light will go out and your microphone will go dead.

First of all, I just want to announce again, if you intend to speak tonight, you need to sign up and you need to sign up before 7:00 p.m. At 7:00 p.m., we will end the period of time in which you are to sign up to speak.

Tonight we will allow two minutes per speaker because of the volume of speakers that we have.

Additionally, there are a number of elected officials here this evening that would like to address the issue. We will call those elected officials, I don't know who they are, but you will just come forward, and I don't know where they are in the audience, but if you would come to the mike, I will certainly recognize you. The time monitor is directly to the front here. We would ask that you please observe the time so that everyone will have an opportunity to speak that wishes to speak so that this meeting can end at an appropriate and decent time this evening.

With that, members, let me just say start this meeting out, I think it's important for us to understand the history behind the runway alternatives that we are studying here today and will make a very important decision on. In September of 1990, the FAA initiated an airport capacity enhancement plan which included the option to extend the south runway to 9,000 feet. To construct the 9,000 feet runway, the Commission executed interlocal agreements with the City of Dania Beach in October of 1995. With the City of Fort Lauderdale in August of 1997, and with the City of Hollywood also in September of 1997. All three of those cities signed an interlocal agreement and approved the development order to extend the south runway to 9,000 feet.

In December of 2003, the Board designated a sponsor's preferred alternative essentially an 8,600 foot runway extension for the south runway which places the runway in an envelope bordered to the west by 7th Avenue and to the east by Dania Cutoff Canal. In October of 2005 the sponsors preferred alternative was modified to allow for EMS, which in effect reduced the effective length of the runway to 8,000 feet.

In March of 2007, the FAA released the current DEIS which discusses nine alternatives including a no action scenario. The public held -- the public had until May 21st to formalize its comments to the FAA which included a formal public hearing at this very convention center. The FAA met individually and in workshops with the Board members to discuss the consent of the DEIS. In addition, the FAA held four informational community sessions which were also open to board members. Tonight, we are here to either ratify our previous designated runway alternative or select a new runway configuration as outlined in the draft environmental impact statement, including a no action alternative. With that --

(Applause.)

MAYOR EGGELETON: Thank you very much. I'm now a rock star, right? Ladies and gentlemen, just for -- you know, we're going to have a lot of people speaking tonight. I could appreciate it very, very much if you were to give all of the speakers their due respect and to also respect the Board as we

COMMISSION MINUTES

deliberate on one of the most important decisions in the history of Broward County. I would also expect you not to clap or to yell or to jeer any speaker, because what it does, it just prolongs the time, and we just ask that we respect each other with the appropriate human dignity that is necessary for us to conduct a public hearing in a fashion that will allow the Board to reach an appropriate decision here tonight.

With that, I'm going to begin, Board members, to call the members of the audience who have signed up, and I'm going to call you in the order that you have signed up based on the time that you signed up.

The first speaker -- well, first of all, let me deal with any elected officials. Will the elected officials who wish to speak tonight please approach the lectern. We have two lecterns. One person can go to one while another at the other. There's a bright light in our face here tonight. I'm going to try to recognize you as you come up, but if you would, just for the record, state your name and proceed on, I will time you, and please understand that everyone will have two minutes here tonight.

You're recognized.

MAYOR ANTON: My name is Bob Anton. I'm the Mayor of the City of Dania Beach. The supposed need for runway expansion is based upon a flawed demand. Projections at the airport, the FAA's terminal area forecast have traditionally failed to account for the interrelationship between the operations at Fort Lauderdale and Miami. Landrum Brown acknowledges in appendix D of the EIS that given the close proximity of the three airports, a prospective visitor is most likely to choose his or her flight to South Florida based upon factors such as price, flight times, and convenience rather than a particular destination airport.

Everyone knows that the people of South Florida choose flights based on price, convenience, and flight times, not on any particular airport. The same is true of the people who visit South Florida. The problem is that the demand projections being used to justify this runway expansion fail to take this into account. The draft EIS paints a picture of ever increasing demand at FLL. In fact, the aviation demand has been going down steadily for more than a decade. This was due to corresponding and dramatic decreased operations at Miami during the same time period.

There was a significant drop in operations at Miami, from 567,000 to 386,000 operations in 2005. And that's over a ten-year period. That's a 12 percent drop. The total operation levels at Fort Lauderdale have continued to drop for the last 18 months. This chart in front of you clearly points and shows the relationship between the operation levels at Miami and FLL and the operation levels of both. The blue line shows Fort Lauderdale has increased. The pink line shows Miami's dramatic decrease, and the orange line shows them both. I've already passed out all this information along with the source data so that you can verify it. That information was left on your chairs for you by Ms. Henry.

MAYOR EGGELETON: Sir.

MAYOR ANTON: Please take the time to read it. Thank you.

MAYOR EGGELETON: Thank you. Thank you, very much.

(Applause.)

MAYOR EGGELETON: Please, audience, please, do not clap. I'm going to ask you to refrain from clapping. Wait just one minute. Let me start the timer again here. I have to get used to this timer. Okay.

The Honorable Anne Castro. You're recognized.

COMMISSION MINUTES

COMMISSIONER CASTRO: My name is Anne Castro. I'm a Broward native. As Mayor Anton just explained, there's a clear relationship between aviation demand at Fort Lauderdale and Miami airports. One of the reasons why this is so important is that historically the demand projections for South Florida airports has been ridiculously inaccurate. Back in 1977 Landrum & Brown, the very same consultant that prepared this draft EIS prepared a master plan report for the Broward County Commission regarding Fort Lauderdale Airport. Back in 1977, they projected unconstrained demand by the year 1995 would be 1.5 million operational annually. Well, let's have a reality fact check. What were the actual numbers, you ask? 238108 operations. A lot less than the 1.5 million that were projected. Landrum & Brown's projection was only off by 627 percent.

In the mid 1990's, Miami-Dade County was considering a runway expansion much like the one you're considering now. The draft EIS for Miami came out in 1995 and the final EIS in 1998. The studies stated that based on projections, whether or not you build it, the demand is coming. This chart as demonstrated by Bobby and Becca show how those EIS projections compare to the actual demand at Miami in 2005. Reality fact check, how did those projections compare to reality? As you can see, the projections were way off. Not quite as bad as Landrum & Brown's 1977 differential, but still pretty pathetic. Again these are TAA's numbers, the FAA's numbers.

Now unfortunately for the Miami-Dade County Commission they got duped by those phony demand projections. They spent hundreds of millions, if not billions of dollars on runway expansion to accommodate this fictional demand. Reality fact check, and what really happened with the demand, demand at Miami has dropped by nearly 200,000 operations per year. And please don't assume that this inaccuracy was just Miami or due solely to less sophisticated projection tools and methodologies in the past. Even FAA projections from the last few years have proved to be horribly inaccurate. This next chart shows compared to the combined terminal access forecast projections, Miami and Fort Lauderdale for 1998, 2000, and 2002 have actually again decreased.

MAYOR EGGELETON: Thank you. Your time is up.

COMMISSIONER CASTRO: I would just like one more sentence, please.

MAYOR EGGELETON: Your time is up.

COMMISSIONER CASTRO: Please you can't ignore the reality of the data and facts especially when it impacts the environment and so many residents' lives.

MAYOR EGGELETON: Thank you, Commissioner.

COMMISSIONER CASTRO: If nothing else, delay your vote until you have all the facts.

MAYOR EGGELETON: Thank you, Commissioner.

(Applause.)

COMMISSIONER CASTRO: Thank you.

MAYOR EGGELETON: Okay. The Honorable Pat Flury, you're recognized.

COMMISSIONER FLURY: Thank you. Pat Flury, Dania Beach City Commissioner.

COMMISSION MINUTES

As Mayor Anton and Commissioner Castro have quantitatively shown you two things. Number one, Miami and Fort Lauderdale are interrelated and two, projections for future demand have been terribly inaccurate. Even if the current projections are correct, however, there's still more than enough existing capacity at Miami and Fort Lauderdale. According to the draft EIS, Miami has an estimated capacity of about 680,000 operations annually. That means they have an estimated excess capacity of more than 300,000 operations. Coincidentally, operations at Fort Lauderdale have been around 300 operations per year for the past seven or eight years. In other words, Miami has the capacity to handle without excessive delays all of the current demand at Miami and Fort Lauderdale.

According to the EIS, Miami and Fort Lauderdale have a combined current capacity of 1,000,000 operations annually. The 206 forecast for Miami and Fort Lauderdale do not project more than a million annual operations between the two airports until 2025. In other words, even if the demand projections are accurate, which is highly doubtful based on past history, there's already sufficient airport capacity to handle demand for the next 18 years. There is no valid public policy justification for spending a billion dollars, a minimum of a billion dollars when there is existing capacity in the region to handle even the most inflated demand projections of the FAA.

Considering how inaccurate and overstated these past projections have been with regards to future operation, it is simply ridiculous to make such a massive financial commitment. A runway expansion -- I'm going to skip for just a second and let me just go down to say that whether one flies into Fort Lauderdale, Miami, or Palm Beach for that matter, tourists and others who want to come to Broward County will continue to do so.

MAYOR EGGELETON: Your time has expired.

COMMISSIONER FLURY: We're not saying you should shut down the airport.

MAYOR EGGELETON: Your time has expired.

COMMISSIONER FLURY: We're just saying that a runway expansion is not necessary --

MAYOR EGGELETON: Your time has expired.

COMMISSIONER FLURY: -- and provides no benefits to the residents of Broward County.

MAYOR EGGELETON: Your time has expired, ma'am.

(Applause.)

MAYOR EGGELETON: Listen, first of all, let me just say this, I respect every elected official here, and I respect every member of the audience here. Your time is two minutes, ladies and gentlemen, and I'm going to ask that our elected officials set the example for the citizens of this community. We want everyone to be heard. I have quite a few people signed up. If you take more than your time, then it's going to extend the hour and harm those citizens that we need --

THE AUDIENCE: (Inaudible.)

MAYOR EGGELETON: Okay. So I could appreciate that very much.

MR. LEWIS: Brian Lewis, Supervisor, Water Conservation District. Also former member of the Airport Advisory Task Force. The initial reason stated for this expansion project was to alleviate delays that would occur if there were closures of the north runway. That is sort of morphed into accommodating

COMMISSION MINUTES

growth. If we accommodate the growth, we end up, if we get a closure at a runway with the same delays that this project was actually initially supposed to alleviate. When looking at future fleet mixes, in the future, actually technology solves the problem for us because the majority of aircraft actually comes out to 1.8 percent of aircraft would not be able to use an alternative runway to the north runway if it's closed.

You've heard plenty of numbers about why this is an expensive blunder, why we shouldn't do this. I approach this issue from a larger perspective which is our community at large, countywide, growth. We've just experienced the lowest levels ever of our main water supply at Lake Okeechobee, and we're currently assessing whether or not there's been permanent damage to our aquifer due to the current dry season that we're experiencing. The notion that growth will not exacerbate this problem is short-sighted.

The growth that we've experienced in Broward County has led us with a number of problems which are just overwhelming. Here Broward County spends more money than almost any community in the United States on education, with four and a half billion dollars, yet most of that money is going just to provide capacity of schools for our students. What ends up in the classroom is a pittance. What ends up in our teachers' pockets is a pittance. Growth does not solve our problem. Growth creates our problem. When I say that, I don't mean that growth in terms of expanding our business opportunities and expanding the quality and quantity of things that we do, but the notion of expanding the number of people who are going to fit in this geographically limited space to do it, that's going to impact the quality of life that we live. That's going to impact my quality of life. That's going to impact my family's quality of life. It already has impacted the quality of life that we all experience.

We're being softened up in the marketplace with commercials talking about desalinization. Well, when we come here to have the desalination meeting, I'll tell you about the negative points there. We're dealing now with talking about toll roads on I-95 just so we can find some way to pack in some more people. Growth does not solve this. No community anywhere has ever grown itself into a situation of fiscal responsibility, and there is no larger city somewhere that you could cite and say, look, they have lower taxes so let's grow to their size. Growth is going to bring higher taxes. Growth is going to bring more expenses. Growth is going to bring more problems, and, again, I don't mean growth in terms of business. I mean growth in terms of how many people we think we're going to pack into this limited space. We have a limited number of resources. You've heard the term carrying capacity. We need to address carrying capacity. I find it amazing, I hear on the radio all day today –

MAYOR EGGELETON: Thank you, sir, your time has expired.

MR. LEWIS: Thank you for the interruption.

(Applause.)

MAYOR EGGELETON: Yes, ma'am.

MS. BLIGHTMAN: First of all, I'd like to say good evening, and I'm here on behalf of Vice Mayor Al C. Jones.

MAYOR EGGELETON: I'm sorry, okay.

MS. BLIGHTMAN: Can I continue?

VICE MAYOR WEXLER: She has a statement to read?

MAYOR EGGELETON: You have a statement to read on behalf of the Vice Mayor?

MS. BLIGHTMAN: Yes, I do.

COMMISSION MINUTES

MAYOR EGGELETTION: Okay. Go ahead.

MS. BLIGHTMAN: It says: Good evening, fellow Commissioners. I'm Albert C. Jones Vice Mayor for the oldest city in Broward County, City of Dania Beach. I'm currently in the hospital recuperating from major hip surgery. If I were not in pain, I would limp right up to the dais and address each of you for I am committed to this cause, thus I am asking you to allow Brenda Blightman to address you on my behalf.

Airport study after airport study, report after report, and County Commission vote after vote continues to convolute, confuse, and spread fear throughout our cities, communities, and neighborhoods. It's been over 15 years just for me. I've known most of you, Commissioner Gunzburger, I remember your rise from the Hollywood City Commission. Commissioner Wasserman-Rubin, South Broward Hospital, and the Broward School Board, Commissioner Wexler, School Board, Commissioner Stacy Ritter, state legislator, Commissioner Rodstrom, City of Fort Lauderdale, Commissioner Lieberman, Mayor and City Commissioner, Commissioner Keechl environmentalist, Commissioner Jacobs, I finally recall your platform of 1998, your first run for county office and you won because of your stand on environmental issues and your sensitivity to the needs of citizens of Broward County. And last, but certainly not least, Mayor Eggelletion, your rise from a classroom history teacher to State Representative. It is my sincere belief that you are all where you are today because of our commitment to doing what is right for the citizens of Broward County. Please, I am asking all of you to sincerely with a heartfelt conscience to look upon us as your next-door neighbor. Walk in our shoes for a moment. Look beyond your individual districts. See us as citizens of Broward –

MAYOR EGGELETTION: – For time has expired, ma'am.

MS. BLIGHTMAN: – just to talk – this expansion for the last 15 years has caused a lot of mental and social anguish among our citizens.

MAYOR EGGELETTION: For time has expired, ma'am.

I'm going to ask the gentleman in the booth, once I announce the time has expired, please turn the microphone off.

THE AUDIENCE: (Inaudible.)

MAYOR EGGELETTION: The Honorable Tom Truec, you're recognized, sir.

MAYOR TRUEC: Good evening, Commissioner. I'm Mayor of the Town of Davie.

The quality of life of the residents in the Town of Davie and all the surrounding cities is going to be dramatically affected by airport noise. The impact on the businesses and the residences, I believe is going to be much worse than what is projected on these noise maps. If I had more than two minutes, I'd get into a little more detail, but those maps are very optimistic.

Even the lower noise levels -- let me back up. I'd like to also thank the County Commission though for your commitment to protect and mitigate the noise levels at lower than what the FAA requires, but even at those lower noise levels, it's still going to be an extreme impact. Those noise levels will wake you up in the middle of the night. They'll rattle the dishes on your shelves. Even at the levels that are much lower than what the FAA says is what you have to mitigate for.

COMMISSION MINUTES

The Town of Davie has 221 miles of trails and recreational paths, 43 parks, with about 846 acres. Much of that was paid for by county taxpayer dollars. The increased noise is going to dramatically decrease the ability of Broward County residents and Town of Davie residents to enjoy those amenities.

And the last thing I want to point out is this Dania Beach study, I read for the first time today. If y'all have not read that study, you need to. That is a -- that is a bomb shell. That is a -- I've read a lot of county reports, a lot of things that have come out of the FAA and other places. Why this information was not included, I have no idea, but I'll put it this way: I don't know how much y'all have paid the consultants you have, but if it's not too late, you ought to stop payment on the check. That is an extremely important thing and the --

MAYOR EGGELETON: Thank you, Mayor.

THE AUDIENCE: Boo.

MAYOR EGGELETON: Thank you. The Honorable Susan Starkey, Town of Davie, you're recognized.

COUNCILWOMAN STARKEY: Thank you. I represent approximately 93,000 people in the Town of Davie, and I'm the only elected official in Broward County that lives directly in the flight path and the north runway. I have continued to be affected by the current flight operations along with thousands of my residents in the town.

As elected officials, we have been sworn to uphold the laws of the United States, the State of Florida, Broward County, and the Town of Davie. It is our obligation to help with the -- protect the health, safety, and welfare of our people that we serve. The draft environmental impact statement fails to follow the procedural and legal requirements of the federal law which disenfranchises many of the low income, elderly, disabled, minority populations in the thousands, and those individual that has the greatest impact to the people who can least afford it. And I'm going to repeat that statement. The greatest impact on the people who can least afford it, and we have an affordable housing crisis.

Davie believes that much of the data that is used by the FAA and the county has been flawed and inconsistent and does not put a human interest to many of the effects on our residents. In addition, I will concur with many of the statistics about the need and the capacity that Dania Beach has alluded to regarding the need and purpose for which you're moving forward because much of that information has been flawed and used -- and can be controlled because of weather, security, diverted planes, and others, and that's where you're getting some of your numbers.

In closing, since we only have two minutes, I would also like to say, how do we tell our residents, families, and children that they are less important than the transient customers that use the airport when we have to close parks --

(Applause.)

COUNCILWOMAN: Senior centers, fire stations, and the runways so we can build billion dollar runway.

MAYOR EGGELETON: Thank you so very much.

(Applause.)

MAYOR EGGELETON: The Honorable Brian Calletka, Town of Davie.

COMMISSION MINUTES

VICE MAYOR CALETKA: Hi, my name is Brian Calletka, and I am the Vice Mayor of Davie, Florida. If this airport is expanded it's going to have a negative impact on our community.

Commissioner Jacobs, I can't tell you how many times I've been in the audience when you've spoken about the need to maintain and retain the middle and lower income classes for Broward County. We have an affordable housing crisis in Broward County, and Davie is a leader in providing affordable homes in Broward County. Even recently we voted unanimously to install a moratorium to prevent conversions of mobile homes. We are doing something for the people that need it most.

Commissioner Keechl, I know that you and I both went into public service for the same reason. It's to provide a voice for those that don't have one. You now have an opportunity to show your leadership and distinguish your record from that of your predecessor.

Commissioner Wexler, Vice Mayor Wexler, you represent tens of thousands of Davie residents and voters. I know that this weighs heavily on you, but this will have a negative impact on our community. The only option as far as Davie is concerned is the no-build option. It's the only one that will allow us to maintain the affordable housing that we already have in place. That's the difference.

You all support affordable housing initiatives, but before you can support affordable housing initiatives, you have to show your support for the affordable housing units that we already have in the mobile home communities in Davie. Please show that support through your leadership today by voting against building or expanding the Fort Lauderdale Airport, and I appreciate your time very much.

(Applause.)

MAYOR EGGELETON: Thank you very much, sir.

Mayor Mara Giuliani, the City of Hollywood. You're recognized.

MAYOR GIULIANTI: Thank you very much.

The City of Hollywood does not oppose the expansion of airport if such expansion is really necessary and steps are taken to reduce impact to local residents. We're not convinced that expansion is truly necessary. The forecast for operations and delays at the airport greatly exaggerate the problem. We believe there are several measures that can be taken to reduce delays without spending hundreds of millions of dollars on expanded runways. If expansion is necessary, the clear choice is the north parallel runway expansion, alternative C1.

The draft EIS says that alternative C1 would meet the airport sponsors identified goals and objectives and the FAA's stated purpose and need at far lower cost and environmental impact than the B alternatives, the south runway expansion alternatives.

First, the north parallel runway alternative meets the stated goal of keeping average annual delays at or below ten minutes per operation through 2020. By the way, I flew in from JFK, the airport that I was told by your former director would be the closest thing that FLL would be. It's three times the size. I had a two and a half hour delay at JFK, two and a half hours. I was supposed to leave at 4:30. I left at 7:00.

Second, the south runway expansion alternatives cause greater noise impacts on local residents than the north parallel runway alternative. Based on the 65 DNL criteria in the draft EIS, by 2020 five times as many homes will be subject to unacceptable noise exposure from the south runway expansion alternatives as from the north parallel runway alternative.

COMMISSION MINUTES

On behalf of the City of Hollywood, we strongly oppose the south runway alternatives which will result in unacceptable new impacts on our residents. Also let's remember that the cost would cost more than \$225,000,000 more than the north parallel runway alternative. I can't finish what I was going to say, but I urge you to listen to the people.

(Applause.)

MAYOR EGGELETON: Thank you. Are there any other elected officials that are here this evening?

Would you please -- oh, yes, Commissioner Peter Bober, City of Hollywood.

You're recognized.

COMMISSIONER BOBER: Thank you very much for having an opportunity to speak. Just to follow up on what the Mayor said. I've lived in Hollywood my entire life. I'm proud to have grown up in Broward County and seen some of the incredible changes that have happened over the years, but I don't know how you feel about Broward County and a lot of residents who are here tonight, but personally, I believe that the quality of life in Broward County has gone down over the years and has not gone up.

(Applause.)

COMMISSIONER BOBER: I believe that the quality of life, so many of the things that we have done to try to improve the quality of life have actually been counterproductive. And I think that what is going on here tonight with the airport expansion and what we believe or at least I believe is a flawed environmental impact study will have irreversible course for the entire county, not just the areas of Hollywood and Dania and the surrounding communities, but will have significant and detriment to the entire county for many, many years to come.

And it's not necessarily simply being a nay sayer and someone who says we just are against everything. What we want to do is make sure that the numbers that are being looked at, the studies that are being done and making sure that the studies are done and I don't think that they have been done or we have the information that will allow us to go forward in making a decision that is going to be affecting my children for their entire life.

I believe that we are looking at a flawed study that would support any expansion, but the south runway expansion, which will cost hundreds of millions of dollars more than the north alternative if there is an option that is going to be selected, the south option in terms of the human toll, in terms of the human suffering for not just the humans, but the environment and the wetlands is a risk that is just unacceptable, and I appreciate your taking the time.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Are there any other elected officials here this evening that wish to speak? Seeing that there are no other elected officials, we have two lecterns out front. I'm going to call the first two speakers, and if each of you would approach one of the opposite lectern, and then I will call the two speakers that will follow them. If those persons can be on deck, I would appreciate it. It would help us with the time here this evening.

The first two speakers would be Mrs. Kathy Koch and Mrs. Brenda Lee Chalifour. If the both of you could approach the opposite microphones. They will be followed by Mr. Robert -- please pronounce -- if I mispronounce your name, please let me know, but I think it's DelChiocca, and Jim Weldon.

COMMISSION MINUTES

If you would just state your name for the record and begin to speak. You're recognized. This is Mrs. Koch? You're recognized, Mrs. Koch.

MS. KOCH: Thank you, good evening. My name is Kathy Koch.

About eight years ago the St. Regis Hotel announced that it was going to hope in Broward County. As a five-star hotel it was an exciting message for all of who live here because finally Broward County would have reached a point where we were, in fact, a five-star location.

Just shortly after that, the CVB started to do their marketing nationwide and used a posh campaign to change the type of people who might be attracted to come here to Broward County. We saw our messages all over the United States, in New York and throughout the country. Shortly after that, we were able to attract to our art museum here in Broward County a great new leader who was also able to attract exhibitions that brought people from all over the country. It was King Tut. It was Diana. It was the Vatican, and our articles about us were in the *Wall Street Journal* and the *New York Times* and interviews on CNN, and slowly throughout the country, people realized that Broward County is, in fact, a five-star location.

At the same time, we saw our FCAT scores increased. We saw the organizations like the Broward Alliance and others bring folks here to help them grow their businesses to bring new businesses here. And soon we all felt that so many of us were working so very diligently to be, in fact, a five-star location. When the St. Regis opened about two weeks ago and they talked about the kind of folks who were going to be coming here, and that we are, in fact, that five-star county that we've been working so hard to be, it would be a travesty if the first impression and last impression through our airport was that we were less than five-star. So I would ask that you would consider –

THE AUDIENCE: Boo.

MS. KOCH: I would ask that you consider supporting to expand the south runway. Thank you.

MAYOR EGGELETTION: Thank you. I'm going to ask the members of the audience to please respect, please respect everyone at the microphone as if you would like to be respected as well.

The on deck persons is Mr. Robert Del Chiocca, and Jim Weldon. I will now recognize Mrs. Brenda Lee Chalifour, Esquire. You're recognized.

MS. CHALIFOUR: Good day, Mr. Mayor. Before I begin I am also speaking on behalf of another member who has given me their two minutes. So hopefully we can just go into that.

MAYOR EGGELETTION: We will not do that.

MS. CHALIFOUR: Excuse me. She is right here and she would like me to have her time.

MAYOR EGGELETTION: We will not do that, Mrs. Chalifour.

MS. CHALIFOUR: I'm speaking for her.

MAYOR EGGELETTION: No, Ma'am.

MS. CHALIFOUR: I'm speaking for her. I'm her counsel.

COMMISSION MINUTES

MAYOR EGGELETTION: Ma'am, you have two minutes to speak. We will not extend time to other people.

MS. CHALIFOUR: I'm speaking for someone.

MAYOR EGGELETTION: Mrs. Chalifour, you have two minutes.

MS. CHALIFOUR: Just like someone spoke for Vice Mayor Al Jones, I am speaking for someone. She's standing right here. Come and tell him.

MAYOR EGGELETTION: Ma'am –

UNIDENTIFIED SPEAKER: I would like Ms. Chalifour to speak for me.

(Applause.)

MAYOR EGGELETTION: Ma'am, we're not going to do that, Mrs. Chalifour. You know the rules of the County Commission. You have been to our meetings many times.

MS. CHALIFOUR: You have allowed people to speak on other people's behalf, Mr. Mayor.

MAYOR EGGELETTION: Excuse me, Mrs. Chalifour, this is your last warning.

MS. CHALIFOUR: And what happens, Mr. Mayor?

MAYOR EGGELETTION: I will have to escorted out of the audience.

MS. CHALIFOUR: Because?

MAYOR EGGELETTION: Mrs. Chaliour, you have two minutes.

MS. CHALIFOUR: You are curtailing my First Amendment right, sir. I was going to start off with something kind of funny.

THE AUDIENCE: Boo.

MS. CHALIFOUR-McCLUSKEY: This ballroom kind of looks like a few sunflowers in a field of roses, or are they dandelions? Our moniker today is for no airport expansion. It's not substantiated with legally defensible data. It's too costly and both financial terms and loss of quality of life, and there are other alternatives. It has not been proven that we need to build this monster of a runway. The FAA forecasts are clearly wrong. You saw that from the City of Dania Beach presentation.

Every single agency that has responded to this report and those six binders that cost us \$10,000,000 to produce has said we need more answers, and they're contained in that other binder, it was just as thick. Heck, even Broward County Aviation Department says they need more information.

There are major safety concerns with this runway. This is no different than what they did in Atlanta. I'm going to show you this, and I really would like that camera to pick this up. The flight safety alert, don't misstate part of this concrete for a taxiway because you'll just go over the side. Multibillion dollar project, and that's what you're talking about, and you haven't even talked to us about the taxiway that goes with it that's just as big as the dang runway. How much does that cost? Not included in the cost. It doesn't

COMMISSION MINUTES

include the mitigation cost for the noise impacts. This whole report, \$10,000,000, and it doesn't include this stuff. There's no answer to the question: Where will people in mobile homes go, and what are you going to do for them?

You have no affordable housing.

(Applause.)

MAYOR EGGELETON: Thank you, Mrs. Chalifour, your time has expired.

(Applause.)

MAYOR EGGELETON: Robert Del Chiocca, and Jim Weldon. Thank you.

Mr. Del Chiocca, you're recognized.

MR. DEL CHIOCCA: Good evening, Mr. Mayor, County Commissioners, and my fellow Broward County residents. My name is Robert Del Chiocca. I live at 734 Northwest 12th Avenue in Dania Beach, Florida. I've resided there for 35 years. That is my home.

I have written each of you over the past few weeks regarding the questionable need for the expansion of Fort Lauderdale International Airport. I hope you have read my letters. It would be naive for me to believe and stand here tonight thinking that over the past 17 years and the money that has been spent that we are not going to have any changes at Fort Lauderdale, nor that we're not going to have any expansions.

Any airport expansion will have its downside, but before you expand, please use the airport to its fullest capacity at this time. The question is, which option will be the less detrimental and impact the fewest people? If you are going to expand, there is one option, that will, number one, meet the initial objectives; number two, provide safety to passengers and crew; number three, can be feasibly constructed as a reasonable cost; number four, have the least impact on the surrounding residential communities; and number five, have the least impact on the environment and the wetlands. That option is C1, the north parallel runway.

Please remember that you represent all the constituents of Broward County. We elected you. Please place our interest above those of the cruise line passengers, the tourists, and the special interest group. I thank you for your consideration.

(Applause.)

MAYOR EGGELETON: Thank you, sir. Jim Weldon, you're recognized, sir.
Jim Weldon will be followed by Christopher Johnston and Caitlin McCluskey.

MR. WELDON: Good evening, Commissioners. I'm a resident of Broward County and reside on Southeast 15th Street just to -- on the north end of airport, not very far from it.

I'm here tonight speaking on behalf of the International Brotherhood of Electrical Workers, Local Union 728. And I'm also here especially to support the Hollywood International Airport expansion, and very specifically supporting the alternative B1C.

Certainly, the airport is central to the health of our Broward County economy. If we fail to meet the capacity that's required, it would have a very negative impact on our economy. And, more importantly, failure to meet our needs of the future has a potential of negative safety considerations. We support the

COMMISSION MINUTES

alternative solution B1C as proposed by the FAA because it meets the needs of this very important economic engine that is the airport. In closing, tonight, Commissioners, by supporting the FAA's alternative B1C, you will be displaying 20/20 vision. Thank you.

THE AUDIENCE: Boo.

MAYOR EGGELETON: Thank you.

Christopher Johnston, Caitlin McCluskey. Those two will be followed by Dave McCluskey and Mike Rabold.

Christopher Johnston, you're recognized, sir.
MR. JOHNSTON: Honorable Commissioners, FAA officials and ladies and gentlemen, my name is Christopher Johnston. I reside at 745 Northwest 12th Avenue in Dania Beach. I am currently a Boeing Triple 7 captain flying international for one of the largest air carriers out of Fort Lauderdale. I have flown continuously for this airline since 1978. Before my present job, I flew for the United States Air Force for seven years and prior to that civilian pilot for four years. This amounts to nearly 40 years and over 15,000 hours of flight experience.

Ladies and gentlemen, I oppose the B1C runway design due to serious safety concerns. The alternative B1C 8,000 foot runway with its .6 percent uphill gradient to the east is unsuitable for all aircraft over 300,000 pounds gross takeoff weight. This includes wide body aircraft like the Boeing 767 and the Airbus A-330. With heavy rain and strong crosswind, this runway would be dangerous for any aircraft.

Here at Fort Lauderdale, the preferred noise abatement departure direction is to the east over Port Everglades, and unfortunately also John U. Lloyd State Park. If the sponsor's B1C design is implemented this would require for departure an uphill takeoff. Conversely, the preferred noise abatement approach direction is to the west which would require a downhill landing.

Ladies and gentlemen, this is exactly opposite what most all pilots flying our aircraft would elect to do in the interest of safety of their passengers and crew, and that includes the Commissioners. I personally would refuse taking off uphill or landing downhill unless my aircraft's weight were extremely light and then only on a dry runway with no tailwind component. It has been pointed out that there are other airports in the nation that have sloped runways. Show me a runway in the United States with a .6 percent or greater gradient that is served by anything other than a regional jet.

MAYOR EGGELETON: Thank you, sir.

(Applause.)

COMMISSIONER RODSTROM: Sir, will you stay?

MAYOR EGGELETON: No, Commissioner.

COMMISSIONER RODSTROM: Have him stick around because I'll have him ask some questions later because if the first factual information we have gotten from a person we've gotten from someone who knows what they are talking about who flies on the runway everyday.

MAYOR EGGELETON: Commissioner, all of us will have the opportunity to ask questions at a later point.

COMMISSIONER RODSTROM: What was his name?

COMMISSION MINUTES

MAYOR EGGELETTION: I'll give you his appearance card, Commissioner.

COMMISSIONER RODSTROM: Thank you.

MAYOR EGGELETTION: Okay. Caitlin McCluskey. Mrs. McCluskey will be followed by Dave McCluskey and Mike Rabold. Will those individuals approach the lectern at this time?

Ms. McCluskey, you're recognized.

MISS MCCLUSKEY: Hello. My name is Caitlin McCluskey, and I'm 15 years old. I've lived in Melaleuca Garden my entire life. And my home means everything to me. When I was ten my mother passed away of lung cancer inside of my home. Her memories are my home. No face-value deal could ever replace them.

Commissioners, think about yourselves when you're making the vote. Commissioner Eggelletion, how would you feel if you couldn't sleep at night because the jets were so loud? Commissioner Wasserman-Rubin, how would you feel if your grandkids or children came over and they couldn't play outside in the yard because of the jets, the noise, and their air pollution?

Commissioners, when you make this vote, please put yourself in our shoes, in my shoes, in my neighbors' shoes. I know you'll make the right decision. Also, no expansion because there are other alternatives. The FAA wrongly summarily dismissed a regional solution between our three airports, MIA, FLL, and Palm Beach. This has been proven to you by the City of Dania Beach presentation. The no-build option does not do nothing. FLL has been mismanaged for years. There has been little or no oversight. We don't even have a Director of Aviation. We have an interim one, the third in a series since 2001. I would also like to make a presentation for Commissioner Anne Castro for her birthday, thank you.

(Applause.)

MAYOR EGGELETTION: Thank you.

MS. CHALIFOUR: Happy birthday, Ann.

MAYOR EGGELETTION: Dave McCluskey and Mike Rabold.

COMMISSIONER CASTRO: Five or more of you can give me my birthday wish tonight. Please remember that. Thank you.

MAYOR EGGELETTION: Are you Mr. McCluskey.

MR. RABOLD: No, Mike Rabold.

MAYOR EGGELETTION: I'm sorry. Mr. McCluskey followed by Guillermo Pernas and Clara Bennett.

Mr. McCluskey, you are recognized.

MR. MCCLUSKEY: I'm glad to see that you are finally sitting at the table when I get up here to speak, which I have done so many times which I am so tired of doing, okay.

UNIDENTIFIED SPEAKER: Microphone.

COMMISSION MINUTES

MR. MCCLUSKEY: I said I'm glad that he's finally sitting in the seat when I'm talking. How many of you people here, you right here, had dinner tonight? Right there? Mine wasn't bought. I got your menu, and that's it. That's all I've got to say.

(Applause.)

MAYOR EGGELETON: Mr. Rabold will be followed by Guillermo Pernas, and Clara Bennett.

Mr. Rabold, you are recognized, sir.

MR. RABOLD: Good evening. My name is Mike Rabold. I am a concerned resident of Broward County. I moved to this county three years ago to start my career and spread my roots. I could have moved to just any city, any community, or any county, but I chose Fort Lauderdale and Broward County because I thought it was a progressive county. I find it alarming that this expansion has been debated for a decade now yet no decision has been made. This county with over 1 point million residents, 12,000,000 tourists, and thousands of businesses continues to prolong a much needed expansion to support the future economic growth of this community. The airport is the primary driving force to help attract business to the area which can create jobs and improve the local economy. Not to mention the expansion will help allow for shorter delays for the residents that travel in and out of the airport every year. The demand created by Broward County citizens along with a tourist and business cannot be ignored any longer for a small group or special interest. The needs of 1.8 million residents –

THE AUDIENCE: Boo.

MR. RABOLD: The 12,000,000 visitors, and thousands of businesses cannot be disregarded for a small amount who could possibly be affected by the noise. Mitigation can and should be used to address their concerns. It is time to make a decision to improve Broward County, and that decision is the B1C expansion. Thank you for your time.

THE AUDIENCE: Boo.

(Applause.)

MAYOR EGGELETON: Ladies and gentlemen, now there are two ways we can do this tonight. We can respect each other. We can respect each other's time, or we can disrespect each other. Now we can have enough BSO officers in here. Remember, the purpose of the public hearing is for the benefit of the Commission so that we can hear what you have to say so that we can make a thoughtful decision. If you want to be -- if you want to continue to be rude where we cannot hear what the individuals are saying, we will ask the BSO audience -- the BSO officers here tonight to allow you to go out in the hallway. We will call you in individually where we can have the respect that you deserve. Now if you want to continue this, that will be exactly what I will do tonight. So it's your choice. You can either be heard where everybody can be heard or you will be heard individually. Thank you so very much for your indulgence, and I hope that you respect everyone in the audience as you would like to be respected as well.

(Applause.)

MAYOR EGGELETON: Mr. -- and I apologize if I pronounce your statement, Pernas, you're recognized, sir.

MR. PERNAS: Pernas.

MAYOR EGGELETON: Pernas. You are more pronounced. You are recognized.

COMMISSION MINUTES

MR. PERNAS: Thank you. Good evening. My name is Guillermo Pernaus. I'm here on behalf of the general counsel's office for AutoNation, Inc. For those of you unfamiliar with AutoNation, Inc., AutoNation is the largest automotive retailer in the United States. It's also the largest publicly-held corporation in the State of Florida and it's one of largest private employers in the State of Florida.

As a leader in business and in our community, AutoNation supports projects like the south runway airport expansion, specifically alternative B1C because we believe it improves the quality of our community. We believe the project to be a forward thinking project, one that anticipates our future needs today and plans for them accordingly rather than waiting to take action later. We believe the project is good for our community and for our business, and we believe that to sustain future growth and prosperity and to stimulate additional positive business growth in Broward County we need the airport expansion project to go forward, thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Mrs. Clara Bennett will be followed by Rick DeMarco and Jared Schultz.

Mrs. Bennett, you're recognized.

MS. BENNETT: Thank you, Mr. Mayor, Commissioners. Thank you. My name is Clara Bennett. I'm here on behalf of the City of Fort Lauderdale City Commission who is holding their commission meeting this evening. The City of Fort Lauderdale continues to support the airport sponsors proposed project, alternative B1C as agreed to in the interlocal agreement and development order. The city supports the noise abatement actions described in the county's objective statement. The City Commission also urges the County Commission to initiate the project in order to expeditiously decommission Runway 1331 in order to reduce significant noise impacts over neighborhoods within the City of Fort Lauderdale. Thank you for your consideration.

(Applause.)

MAYOR EGGELETON: Thank you. Mr. Rick DeMarco and Mr. Jared Schultz. Mr. DeMarco will be followed by Mr. Jared Schultz. Mr. Schultz will be followed by Mrs. Norma Goldstein who will be followed by Steve Palmer.

Mr. DeMarco, you're recognized, sir.

You're not Mr. DeMarco.

MR. SCHULTZ: Schultz.

MAYOR EGGELETON: Okay. Mr. Schultz, you're recognized, sir.

MR. SCHULTZ: Thank you. I've been a member or a resident of Dania Beach for close to 12 years. I was there when it was unincorporated Fort Lauderdale and was there when we lobbied heavily to become part of Dania Beach because we found so much more in common with Dania Beach than other areas. We represent more -- that annexed area represents more than 50 percent of Dania Beach. I think you would be hard for us to find anybody that's looking for airport expansion in that area. Also, I don't think it's in the state's, the county's, or the city's best interest to start practicing the idea of killing a city to grow an airport. All the people that will be misplaced will not be able to go someplace else

COMMISSION MINUTES

nearby. They will not be able to go to another county. They will not be able to live in Florida. You will be able to evict mass groups of people out of this state by this action. And I wonder if the burden was the other way around, if people were talking about forcing you not just out of your home, but the state how well you would respond to it, how courteous you would be, how considerate you would be to people that did that. Thank you for your time.

(Applause.)

MAYOR EGGELETTION: Thank you, sir. Are you Mr. DeMarco?

MR. PALMER: Palmer.

MAYOR EGGELETTION: Beg your pardon.

MR. PALMER: Palmer

MAYOR EGGELETTION: Okay. Mr. Steve Palmer, Ms. Norma Goldstein will follow Mr. Palmer. I'm assuming that Mr. DeMarco is not here so I'm going to remove his name.

Mr. Steve Palmer, you're recognized, sir.

MR. PALMER: Thank you. My name is Steve Palmer. I live at 3784 Pine Lake drive in Weston and I support the plan to expand the south runway to 8,000 feet. This issue is not just about growth and addressing what is the clear-cut and vital need of additional capacity at the airport. It's about vision. It's making the right decision for the long-term health and welfare of all the residents of this community. I have served on the board of directors of many local organizations to provide services to those in our community who can least afford it and I volunteer a significant amount of my personal time and provide financial support as well, and those who know me know I believe very strongly in the health and welfare of the entire community and not just a select few.

I believe that it's crucial we realize that this decision affects not just the long-term financial health and well-being of this entire community, but the long-term actual health and well-being of the entire community. For anyone who works in a nonprofit community or those who seek funds from government or from private industry to support a needy cause, there are social health is inextricably linked to the ability of our business leaders to support the nonprofit community and-to-allow our government a sufficient tax base to provide the support systems for the young, the elderly and the less fortunate.

This economic engine, this fundamental economic engine that we call Fort Lauderdale International Airport is crucial to all of our futures. And we need to keep it healthy by supporting these needed changes. And let us not forget that the proposed runway expansion is not a tax issue for the residents of Broward County. It's paid entirely by the users of the airport, the airlines, and the FAA. It's time to move forward. I've sought the input from those who really understand and know all the facts and it's obvious to those who truly understand that the right decision and that's to support the FAA's plan for expansion of the south runway to 8,000 feet. Thank you very much.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Mrs. Norma Goldstein will be followed by Mr. George Jason and Mrs. Loretta Jason.
Ms. Goldstein, you're recognized.

COMMISSION MINUTES

MS. GOLDSTEIN: Good evening, my name is Norma Goldstein, and I live in Kings Pointe in Tamarac. Before moving to Kings Pointe, I lived in Lyndonwood Howard Beach right off the Bell Parkway knowing full well that JFK was near us. It was about ten minutes away. Then my husband and I decided to retire to Kings Pointe, and I gave my apartment, my co-opt, to my son who still lives there for 12 years. In the 12 years that I lived in Kings Pointe, I noticed in Coral Springs, Sunrise -- Tamarac, Sunrise, Plantation, wherever there was any land, on the land, they built high-rise. They built condos, private homes. And I'd like to tell you that I encourage the members of the commission to vote tonight to expand the south runway so we can move forward with the necessary improvements in the infrastructure that belongs to everyone. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you. Thank you very much, ma'am.

Mr. George Jason and Mrs. Loretta Jason will be followed by Ms. Linda Sacco and Ms. Ramola Motwani.

Mr. Jason, you're recognized, sir.

MR. JASON: My name is George Jason. I'm a resident of Dania Beach and Broward County, president of the Davis Isles Homeowners' Association and founder and former president of the Dania Beach Neighborhoods United. After the plot to destroy JFK Airport in New York, how can you even consider building an airport runway that would bridge a major Florida East Coast Railroad corridor and the U.S. One Highway, spending a billion or more dollars on this flawed concept is inconceivable, an invitation to every nut case in the country to make us a number one target for terrorist attempt. It's totally unacceptable.

I live under the south runway flight path with an airport noise monitoring microphone directly in front of my home. I moved into this home on the north side of Griffin Road more than 16 years ago knowing this was a small, friendly airport that everyone chose over Miami and the other airports because of the convenient access and the proximity to the many jewels of South Florida. With all the dropping off of flights and passenger traffic these past months, not to mention the frivolous inefficient waste of money with a loan with no use, maybe the airport needs a new master plan to see what they want to be when they grow up.

The airport, big business, and developers are saying: Expand this nice, convenient, friendly, small airport and bring more people to Broward County. The dollar is more important than the home and the lives of citizens that -- they're the voters that elect you. This same mentality would likely -- would like to build into the Everglades and take the wetlands for condos, destroy our parks, deplete our water supply and create even more taxes and gridlock on our roads. If we take away all the attractions and the beauty of Broward County, then no one will want to come to this airport, billion dollar boggle, and those that live --

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Mrs. Loretta Jason, you're recognized.

Mrs. Jason will be followed by Ms. Linda Sacco and Ramola Motwani.

MS. JASON: Good evening. My name is Loretta Jason. My home is directly under the south runway flight path, and I've been comfortable with this because of the convenience and the proximity to a great, small, friendly airport. Now you want to destroy the reason people select our airport over Miami and other airports. The county studies and the FAA studies, projections on increased use and delays have

COMMISSION MINUTES

not been correct. Your costs are not realistic. The need for any expansion is in question, but still you seem determined to push for the most flawed, costly, and dangerous of all the choices of runways. I agree with all the others that expansion is not warranted. Keep our airport as it is, friendly, small, and convenient.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

Ms. Linda Sacco.

MS. SACCO: Yes, that's correct.

MAYOR EGGELETTION: Mrs. Sacco will be followed by Ms. Ramola Motwani, who will be followed by Ellie Reichenbach and Virginia Anderson.

You're recognized, ma'am.

MS. SACCO: Thank you, good evening. I divided by thoughts into three different areas: Lifestyle, safety, and dollars.

UNIDENTIFIED SPEAKER: We can't hear you.

MS. SACCO: Sorry about that. Could we start over?

MAYOR EGGELETTION: Go ahead.

MS. SACCO: Thank you. I have three different areas: Lifestyle, safety, and dollars. The lifestyle part, any expansion to Fort Lauderdale International Airport will drastically impact the human beings that live in residences surrounding the facility. A valid question might be, why would people choose to live near the airport. One answer is that human beings want access to water. Much of the property near the airport is ocean access property. Broward residents, both long timers and newcomers continue to build in this area, witness this slick advertisement for new building directly in the path of south runway.

The next part of my speech addresses safety issues. Fort Lauderdale International Airport is in close proximity to Port Everglades with its cranes, commercial ships, cruise ships, fuel storage tanks and fuel delivery trunks. Close to residential neighborhoods, a state park, a major inlet, not one but two Florida Power & Light implants, I-95, 595, US 1, two railroad tracks, several condominiums, a Coast Guard station and a Wheelabrator. Can you just imagine a plane crash in any of those areas?

Now dollars. In dollar terms, 42,000,000 dollars for townhouses here, 126,000,000 dollars at Oaks at Hidden Harbor. All of this multiplied -- I wanted to make sure that you understand is a billion dollars within the area from Ravenswood to State Road 7, Griffin Road to the Dania Cutoff Canal. That's a billion dollars. I hope your pockets are deep. That's a lot of mitigation.

(Applause.)

MAYOR EGGELETTION: Thank you. Ms. Motwani, you're recognized.

MS. MOTWANI: Honorable Mayor and Commissioners, my name is Ramola Motwani. I'm the chair of the Beach Council, Board of the Greater Fort Lauderdale Chamber of Commerce and have operated

COMMISSION MINUTES

hotel businesses on Fort Lauderdale beach for over 20 years. I currently operate several hotels in Broward County and am a partner in the development of the Trump International Hotel.

My husband and I purchased our first property in 1986 when 70 percent of the revenue for local area hotels depended on spring break. After spring break, it was not easy, and meanwhile I lost him in '94 and was very difficult raising those children in those bad environment of the beach, but stayed focused and today this transition was not easy but is here.

Today we stand on the threshold of a new era for Fort Lauderdale beach, a world class destination that will rival the most luxurious resort destinations. The hotel business is dependent on visitors coming from outside the area, almost all of whom arrive by plane at Fort Lauderdale Airport. This airport is the gateway to our area, the first place our visitors see, and the place that says: Come back, when they leave.

When visitors have to wait for long periods to take off and land, when flight delays interfere with connections and other travel plans and when the experience at the airport is unpleasant, these visitors can choose to go elsewhere and they will. Our airport is currently experiencing tremendous growth in volume and all predictions are that this will continue. The hotel industry is ready for the expected visitors, but our airport is not. The limited runway capacity is causing chronic flight delays and this problem is expected to increase seriously. The expansion of the south runway to --

MAYOR EGGELETON: Your time has expired. Your time has expired, ma'am.

The next speaker is Ellie Reichenbach, followed by Virginia Anderson who will be followed by Bryson Ridgeway, and I'm assuming you're Mrs. --

MS. ANDERSON: Anderson.

MS. REICHENBACH: I'm Ellie Reichenbach.

MAYOR EGGELETON: Okay. Mrs. Reichenbach, you're recognized.

MS. REICHENBACH: Hello. I don't really understand what's really happening to our beautiful area. I live in a community that I've lived there for 37 years, and it's ocean access, and it's beautiful, and I live right under the Runway 9R Right, and it will impact us both with environment and noise and also as a private pilot, and I sit in my backyard, you know, you talk about expansion. I don't see all that much traffic coming into Fort Lauderdale like you all think there is.

(Applause.)

MS. REICHENBACH: I can see Runway 9R Left and Runway 9R Right and we have smaller aircraft on 9R Right, which is fine, a bigger aircraft where it doesn't impact or hurt very many people. So I don't -- I mean we all know that we're impacted by our water problems. We're impacted by taxes. We're impacted by insurance. We have people moving out, going to Carolinas and Tennessee. Why? Because we have a lot of problems. Are we wanting to make one more big mistake here? This is really a mistake.

If you want to spend money, all the people who are here who don't even live in our area are going to be impacted financially whether they realize this now or not, and just let's give this a little bit more thought. If you do have to expand on the north side of the other larger runway, 9R left, there is less impact on all of us socially and who live here. Thank you for your attention. Thank you.

(Applause.)

COMMISSION MINUTES

MAYOR EGGELETON: Mrs. Anderson, you're recognized.

MS. ANDERSON: Yes, thank you, Commissioner.

My name is Virginia Anderson and I live in Melaleuca Gardens and I'm lucky enough to live there for the last 40 years. My father was a New York City retired police officer and built when he retired at the age 41 and built and came down from New York. I looked at him like: What are you nuts? I still have my grandparents alive. Why are you moving to Florida? But, anyway, I've really come to love it. I'm a practicing critical care nurse. I just want the opportunity to continue to live where I'm living and serve the community. We've been there a long time, and I feel very lucky and very blessed, and thank you so much for letting me speak.

(Applause.)

MAYOR EGGELETON: Thank you.

Bryson Ridgway, also Mrs. -- this looks like Fay, and we've had a hard time trying to pronounce your name, it looks like Bartelmes, followed by Elmer Blewitt and Richard Sokol.

You're Mr. Ridgway?

MR. RIDGWAY: My name is Bryson Ridgway. I've been a resident here in Broward County since 1991. I realize there are many different points of view about this issue and all very important. At the heart of matter is transportation, and it's been demonstrated by studies that our airport is not able to serve the residents of Broward County, whether it be for your personal use or whether it be for business operations, there is obvious room for improvement. Now there was a study done in 2004 by the FAA. In 2004, so just two years ago, two to three years ago and it identified the Fort Lauderdale Airport as one of the busiest in the nation. It also identifies Fort Lauderdale Airport as one of those most in need of increased capacity.

There was another study done to show that average delay times were ten minutes and that the FAA recommends it to be around six. In the near future it could creep up to even 26 minutes, and that's just an average. Our airport is not able to meet that demand. The Fort Lauderdale Airport handles 84 aircraft operations per hour. The FAA recommends that it be over a hundred. Once again, we are not able to meet that critical demand. It is obvious that there is a problem here at hand with our airport and there is a solution, and that solution is option or alternative B1C. If the goal is to effectively increase the capacity of our airport, it does just that, it provides the capacity that meets demand.

It's designed -- its design is preferred by the users, the pilots and the air traffic controllers. It's feasible to implement the ILS, the instrument landing system, which makes flying safer. It also has responsible solution to help address the mitigation, some of the effects that will be experienced by residents and that's why I support this alternative over the others. To summarize, I believe it's quite clear that the Fort Lauderdale Airport needs to be -- its capacity needs to be increased and I support alternative B1C, the alternative that not only provides for increased capacity, but is responsible to those that it effects. Thank you very much.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Fay Bartelmes, and please forgive me if we mispronounce your --

COMMISSION MINUTES

MS. BARTELMES: That's all right. I can pronounce it. Faye Bartelmes.

MAYOR EGGELETTION: Thank you very much, Ms. Bartelmes.

MS. BARTELMES: All of you up there, we voted for you. You are supposed to represent us. If this was put to a vote, if we could vote on this like we voted for you, then it would be different, but you are going to make up our mind, you're going to make up our mind. I've been here all my life. I've seen how you have bought things, the mistakes that the Commission has made. You've wasted our money. Now you're going to waste it again. I know, I know that this is going to come, and all these people here, nobody had to buy me supper. I came because I wanted to come.

(Applause.)

MS. BARTELMES: And I will be here -- I will be here to see each one of you, whether you are here on the next election or not. Believe me, you are representing us, not the business.

(Applause.)

MAYOR EGGELETTION: Thank you.

Mr. Elmer Blewitt, followed by Mr. Richard Sokol, who will be followed by Lynne, I believe this is Favrot, and Ted Testerman.

You're Mr. Blewitt?

MR. BLEWITT: I am, sir.

MAYOR EGGELETTION: You're recognized, sir.

MR. BLEWITT: I've had many people call me every which way but loose. My name is Mr. Blewitt.

MAYOR EGGELETTION: Thank you, sir.

MR. BLEWITT: I am along with my wife, retired, and it's very hard to think that we're going to have to many move from where we are. I live just behind the Dania Jai Alai and we periodically get that Crosswind Runway go over our heads, and I can almost take my hand when I go out there and wave to the people that come over there and it makes a lot of noise, and I know with this new runway that you're proposing is going to directly effect us and a lot of other people.

Now as a retired person, it's awful hard for us to get out of house that we have been in for 16 years and go someplace else and try and get something that's going to be affordable for us, number one.

Number two, I'm an environmentalist, I like to see the flowers grow, the plants grow. I like to be down at the beach and walk on the beach and not have earplugs when the planes go over us down in Hollywood. I'd like to also go to the parks and I won't have to put an iPod or something in my ears so I don't have to listen to the noise. I also like to do a little bit of gardening and not have to listen to noise directly or indirectly. I'm a person that likes to be able to live and be free of all -- most of the environmental pollutions that are going to be coming up from this. That's basically what I want to know.

I hope that when you do vote that you're going to vote against this. I am deadly against anything that has to be for anything that's going to be expanding for this airport. I think the airport is fine the way it is, and for 16 years I've been watching things go downhill, and I just don't like seeing that. That's all, sir.

COMMISSION MINUTES

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Richard Sokol. And will be followed by Lynne Favrot, Favrot and Ted Testerman.

You're recognized, sir.

MR. SOKOL: A picture of my home, our home. I know it's running through your mind right now, oh, it's just another house. So what. I know you can't see because of the lights, but I think you all must have forgotten, this is the American dream.

(Applause.)

MR. SOKOL: This is what we work for. This is why we move here, not to be next to an airport that's going to take our property and make our quality of life just as miserable as you can make it. We don't need this. So I'm asking all of you tonight, I know if you take the vote tonight, you're not going to be able to look in the mirror, and I know you all have mirrors, and I know you look in them every day. But I want you to go home and look in them mirrors, and I want you to see all those people out here that you're going to make their life so miserable because the expansion of this runway.

Now I'm telling you, you've got plenty of time to think about this. This is not going to happen overnight. So all I'm asking you to do is just think about the people that their lives are going to be destroyed.

Number two, all these people, all these people in these yellow shirts, okay, I'll bet you a dime to a dollar that half of them aren't even going to be impacted by this airport.

(Applause.)

MR. SOKOL: I'll bet you. And we had people here tonight that are wearing yellow shirts that came up to us and asked us for a red shirt. I want you to believe that. Now I'm not talking off the top of my head. This is what happened. These people here came here for one reason, because they got a free bus ride and a free meal.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Mr. Favrot, who will be followed by Ted Testerman, who will be followed by Betty Sokol.

Ms. Favrot, you're recognized.

MS. FAVROT: Hi. My name is Lynne Favrot. I live in Melaleuca Gardens and am representing the whole neighborhood and Broward County. I've lived on both sides of this airport and this is all unnecessary. You really need to do a lot more study. I know you've been studying for 15 years, but you just found out about the north runway, that that could be used, and I really think that is the right idea.

I've been a real estate agent for 22 years in Broward County, and I've gone to school for real estate appraisal, and this whole thing is just totally ridiculous. You really need to -- I mean I know you all are up there smirking and joking and think it's a joke. 400 families in my neighborhood are going to be destroyed, just destroyed. I'm out of here. I am not going to live in Broward County no more. This is

COMMISSION MINUTES

just terrible. This is just terrible. I can't believe -- I can't believe -- and y'all are just snickering like you've already got your mind made up.

I watched the meeting the last time on TV. I didn't come-and I just watched you all. I didn't watch the people. I watched you all, and I'll tell you what, I think your minds were made up then, and I don't know who is behind it all. It's just a joke, the whole thing. We don't need this expansion. I live -- my house is the first house on the runway, and I can tolerate the noise. We need to fly those planes a little bit more at different hours of the day. A lot of times today I was standing out there and there wasn't flights going at all. They all want to take off at the same time. Why don't you just take them off different times? Why does everybody have to leave at 7 :00 a.m. That's an alarm clock to me, 7:00 a.m., first jet fires up. Don't bother me. But you're just wasting money, lots of money. We need more important things. This is not really super, super important at this time. You know, I mean look what's going on in this country. Do you really think we need an expansion at this moment? Right now? We just found out about the north side. Or you all did or whatever. I think the north side really, really needs to be considered, but right now, I don't think we need any expansion, I really don't.

(Applause.)

MS. FAVROT: I really don't.

MAYOR EGGELETTION: Thank you, ma'am.

Ted Testerman followed by Betty Sokol followed by Constance Couture and Terry Stiles.

Mr. Testerman, you are recognized, sir.

MR. TESTERMAN: First of all, thank you for having us. These are the pictures of my house. I look directly at the runway, those big planes that come up over my house are to the north of me. I live on 44 Street right behind the Field Restaurant. We see all day long there's times when planes are not flying out of there. If a little bit more scheduling is taken in part of and a lot more need for environment is looked at, not only for the people but for our environment. Every place that we keep on going, we keep on filling in, cutting down the trees, putting in concrete, we're killing ourselves. We're not only hurting the neighborhoods, we're not only just putting money above everything else, and I've always heard the FAA has never lost a court battle. I think this is the first one they need to lose because this is for the people, this is for all the people who are wearing the red shirts here that are representing their families and their communities right now.

This is -- I can handle the small planes. Don't put the big planes over top of me for us to pay more taxes for more people on the roadways and more taxes. We're already hurting. I mean what's my house going to be worth if I have big planes going over top of it? I have a beautiful place. I don't want to see this, and I don't want to have other people that don't even live in our neighborhood coming in here saying that they want to see the airport go through when they're not even affected with it. We have everything we need right here in the Fort Lauderdale Airport already. Miami has given up a lot of their stuff because of the way they handle stuff down there. Don't do this to us, please. We have a beautiful house. We have the ability to come back and say: Let's make it better. Don't have to fight for it all the time. Anyway, hopefully you guys will make the right choice. You're hired for the people, by the people. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

COMMISSION MINUTES

MAYOR EGGELETTION: Betty Sokol, followed by Constance Couture, followed by Terry Stiles.

Mrs. Sokol, you are recognized, ma'am.

MS. SOKOL: Thank you. My husband and I have worked hard for the home that we have. Weary tired and live on fixed income. Where in the world can we move in Broward County that we can afford a home like we have now? We live in Melaleuca Gardens right facing the airport on 10th Street. If we have to move, we will move out of the state because this state doesn't care about the senior citizens anymore and their citizens. So I hope you make the right decision and if you decide you're going to take my home, I hope you have a lot of money so I can move out of this state. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

MS. COUTURE: My name is Constance Couture. And I too live in Dania Beach. I live in a five-star community with five-star people. We work here. We pay our taxes. We teach our students. We try to, but we are five-star. We're delighted to have a five -- star hotel and have people come and enjoy our five-star beaches, but, you know, you have to think with your heart as well as your head, because we don't need this expanded airport. But these lovely people need their homes.

And so what do we need? We don't need an expanded airport, but we need communication between our three counties. We need clean water. We may have to go to desalinization. We don't need another airport. A survey showed what we do need, we need better food at the airport. Do we need a longer expansion of the airport for that? We need better security, better kept -- quicker baggage claim and a check-in process. We don't need an expanded airport for that. Dear Commissioners, we are so interested in what your decision is going to be. Two minutes of your time is a lifetime of ours. Please be careful.

(Applause.)

MAYOR EGGELETTION: Thank you.

The next two speakers after Mr. Stiles will be Mike McKeever and Janice Reed.

Mr. Stiles, you're recognized, sir.

MR. STILES: Honorable Mayor, Commissioners, my name is Terry Stiles. I've been a resident here since 1950. I've served on the Airport Task Force for Broward County. I represent the Broward workshop, serving on their Airport Task Force which rents over 100 large companies with over 70,000 employees. I also am co-chair of friends of the airport which is a coalition of the Chamber of the Commerce, businesses, and airport related businesses as well as industry and labor. We are here -- we are the same people that have supported the Museum of Discovery and Science, the Humane Society, Kids in Distress, a lot of the aspects that we believe are good for the entire Broward County community. We're here tonight to support alternative B1C because we feel it's the safest and most efficient alternative that's been presented to you, and this is with a lot of research which has been reiterated and also that you've had the time to study.

We also support a fair mitigation program for the people that are affected, and they are truly being affected, and we support your efforts there. We ask you to demonstrate leadership for all of Broward County and that you vote for B1C's alternative. Thank you very much.

COMMISSION MINUTES

(Applause.)

THE AUDIENCE: Boo.

MAYOR EGGELETTION: Thank you, sir.

Mike McKeever and Janice Reed, if Mrs. Reed would come to this microphone, it would help us greatly.

Mr. McKeever, you're recognized.

MR. MCKEEVER: Thank you, honorable Commissioners and distinguished guests, my name is Mike McKeever. I'm a 19-year captain with a major commercial airline. I've flown the 727, the MD80, the Fokker 100, the Boeing 737, the Boeing 757, and the Boeing 768. Before that, I was in the Air Force flying jet aircraft and helicopters. I've never encountered a runway design such as the design of the south proposed runway.

When I discovered it was going to be elevated on the west end, I was surprised. It was incredulous. I've talked to several of the pilots I fly with. When they realize that's the design, they also are amazed. This is a potential catastrophe waiting to happen. The consultants with the EIS said that other runways do the same sort of thing. I can't think of one major commercial airport runway in the U.S. that does that.

There are some that have roadways that go under a runway, but the runway itself is predominantly at airport elevation. The roadway is what is not at airport elevation. Coming in from the west, this will be like landing on an aircraft carrier. Frankly, I know several guys who have already said they would not use this runway. I would not use this runway. I would love to go into much more detail about the cost aspects, about the options. I think this is an unnecessary expansion. I think this is a waste of taxpayers' money, but it is a completely flawed design. If you vote for this, you will be voting for the Albatross of airport runways. This is the Edsel of the airport design world.

(Applause.)

MR. MCKEEVER: Finally, you want to talk about delays, driving across Fort Lauderdale hitting red lights takes 20 minutes out of your life. Thank you.

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Ms. Janet Reed who will be followed by Ms. Elayne Weisburd, who will be followed by Mr. Jesse Abramson.

Mrs. Reed, you're recognized.

MS. REED: Good evening. I personally live in northeast Dania, and I enjoy the small town neighborhood that we live in. I do not want to see this destroyed. I'm concerned about this south runway crossing U.S. 1 and at an elevated elevation, the noise impact that this is going to have on our neighborhood. Are we not going to be able to enjoy our gardens, our yards? My house is already well insulated with new in windows. When the Crosswind Runway is used, it is unbearable in my house. I have called many times to complain. I want to know what compensation is going to be made for particularly the residents of Melaleuca Gardens so that they can continue in the lifestyle that -- with waterfront property that they currently live in. I hope you will take into account and vote against this and keep our county intact. Thank you.

COMMISSION MINUTES

(Applause.)

MAYOR EGGELETION: Thank you, ma'am.

Ms. Elayne Weisburd, you're recognized.

MS. WEISBURD: Thank you. Mr. Mayor, ladies and gentlemen of the Commission, I'm here to support the expansion of the airport, and I am a yellow shirt, but I live in Broward County, and that's why I'm here, not because I live right in the direction of any airplane or any obstruction to our home. We live in the west. There's no question. The issue here tonight is for Broward County. You represent Broward County. I am a Broward County citizen, and I empathize with the people who are in the red shirts who are in the direct line of what they have for the airport.

Please understand, this has been going on for over 15 years. I was shocked and amazed that the elected officials who are presently in office would come up here and look at this without having understood that you people and many before you over the past 15 years have been studying this issue. And for God sake, if it isn't an issue, you people must do something about it, and what you should do is vote for it because we are expanding. We are growing, and we have to grow in a growth management fashion that helps everyone. This will not help anyone if it isn't done with the proper growth management. Please consider this. The newspapers have said there can't be any possible reason to delay an issue that has been alternatively simmering and boiling since 1987. Please –

MAYOR EGGELETION: Thank you.

(Applause.)

MAYOR EGGELETION: Mr. Jesse Abramson who will be followed by Howard Greenberg and this looks like Florence, I cannot -- I've asked several people up here how to -- I'm just going to try to spell your name. I can not make out your handwriting, but it looks like P-a-r-o-n-r-e, but you live at 608 Northeast 2nd Street, Dania Beach.

Jesse Abramson, you're recognized, sir.

MR. ABRAMSON: My name is Jesse Abramson, and I live in Tamarac. All evening long, all evening long, we have listened quietly, those of us who wear the yellow shirts --

MAYOR EGGELETION: Excuse me a minute, Mr. Abramson. Can I get BSO officers, because I'm about to clear this auditorium. I'm tired of the rudeness. Everybody is respecting you. We're fed up with it up here. If we have to recess this meeting, clear the auditorium, I will do that. This is my last warning to you. Try me if you will. Thank you. Go ahead. We're going to start your time over again, sir.

MR. ABRAMSON: Thank you.

MAYOR EGGELETION: And I apologize to you.

MR. ABRAMSON: Thank you.

MAYOR EGGELETION: You're recognized, sir.

COMMISSION MINUTES

MR. ABRAMSON: I'm a resident from Tamarac. All evening long we with the yellow shirts have listened very quietly and very nicely to you people from Davie. This doesn't involve only Davie. The people in Davie did not elect all of the Commissioners. They elect a Commissioner to represent them, a Commissioner.

Broward County has grown. The airport which used to be a small airport serving less people has grown. Broward County has grown. Tourists come into Broward County and spend millions. During a Super Bowl we get over a billion dollars in the area. This affects all of Broward County, not only Davie.

When people moved into Davie years ago, they knew the airport was there. Now unfortunately they couldn't see into the future and realize what might be happening, however, the airport has grown, but all of Broward County from Coral Springs to Deerfield Beach to Miramar and Hollywood and Weston, they've all been affected by the number of people who come into Broward County and the airport is growing and it must grow so that we can enrich our future with the money that comes in from the tourists. You people who live in Davie knew that the airport was there, and I'm not going to make you happy right now by what I say, but I will tell you this, the airport was there when you moved in, and if this is passed tonight to enlarge the airport, live with it. Thank you.

THE AUDIENCE: Boo.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Mr. Greenberg, you're recognized. Mr. Greenberg will be followed by Florence -- this looks like Pavone. I'm sorry, ma'am, if that's you I have asked several people we cannot make out your handwriting, but if you would approach the microphone here. You will be followed by Regina Byrd and Michael Grady.

Mr. Greenberg, you're recognized, sir.

MR. GREENBERG: Thank you, Mayor, Commissioners, good evening. I'm Howard Greenberg and I'm the publisher of the South Florida *Sun-Sentinel*. I'm a 23-year resident of Broward County. As publisher of the *Sun-Sentinel*, I walk a fine line because I wear two hats, and on one hand I represent the business side of our organization, and we have consistently voiced our support for the expansion. We believe it's vital to our growth, and we've articulated our reasons for this in a number of editorials in our opinion pages during the past year. We just believe it's good business.

But also in my role as publisher, it's critical that I ensure there's a fair and open debate on the news pages of all critical issues affecting our community, and that they're all given a good airing in the public. To that extent, we've published dozens of news stories on the issues and have offered space in our editorial pages for both voices and both sides of this issue. In fact, this includes many of the people that are here tonight voting for -- voicing for and against this.

It's part of our job to encourage the public debate so the community can make informed, intelligent decisions, and now it's time for a decision one way or another. I'm not here tonight to advance the argument as to why or why not, but rather to urge you to take action. This debate has raged on long enough. You've shown great leadership in other areas, and we urge you tonight to show that same leadership and vote tonight on this issue. Everyone here tonight on both sides of the issue deserves to know where they stand so they can get on with their lives. So tonight we're asking you bring this issue to close. Let's move forward. Thank you very much.

(Applause.)

COMMISSION MINUTES

MAYOR EGGELETTION: Thank you, sir.

Yes, ma'am, could you please pronounce your last name for us? I apologize, but we just could not pronounce it write.

MS. PAVONE: P-a-v-o-n-e, Pavone, very simple.

MAYOR EGGELETTION: Thank you. You're recognized, ma'am.

MS. PAVONE: Thank you. I live in the Daneians Condominium in a five-star condo. I live in Dania, a five-star community, and I don't like what's happening with this airport. I don't want it. Those planes come over my building and sometimes I think they're going to come right into my bedroom. The noise is ridiculous, and the smell from the fuel is also awful, but another thing I want to say, everybody is getting up here and talking about money, money, money, what about us people who live here and can't go anyplace else because we're too old or can't afford it? But you don't care about that. Are you listening to me, Mr. Inglestein, or whatever your name is? Are you listening? You're looking. I think you better start listening to the people.

(Applause.)

MS. PAVONE: Thank you.

MAYOR EGGELETTION: Thank you, ma'am.

Michael Grady.

MR. GRADY: Hi, my name is Michael Grady, and ladies and gentlemen of the Broward County Commission, this is one of the homes that building that south runway, extending that south runway is going to take out. There are many other homes that are out there that are going to be taken out, and everybody so far has come up here, we've talked about the environment. We've talked about facts, about all kinds of studies that have been done, and we've talked about how this is going to affect people. I've got to give you my opinion on this, and this is my personal opinion, and I don't represent a homeowners group or a city or anything else when I say this, but I think this situation is -- doesn't have anything to do with people. It doesn't have to do with facts, and it doesn't have to do with the environment. This has to do with money. This has to do with lots of money. People are going to make a lot of money if they go to build this airport.

Someone spoke a little while ago, and he's one of the figures, that represents a lot of companies that are going to make money. I think this is over your heads. I think there's only two of the Commissioners here who have -- who are brave enough to actually speak their own mind. I think everyone else here probably has already made up their mind about how this is going to go. I think they've already been told how this is going to go. I don't think that you're -- I don't think that you have to think about it anymore. You've been told what to do. This is much bigger than, like I said -- I'm sorry, but that's what I believe. That's why I'm giving this as my opinion. I don't know if anybody else out here agrees with me or not, but this is --

(Applause.)

MR. GRADY: This is a lot bigger than -- I think we have a lot of people in this crowd, but I don't think this has to do with them. Thank you.

COMMISSION MINUTES

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Regina Bird, followed by Duncan Bossle, followed by Susan Freeman, followed by -- those three individuals.

Mrs. Bird.

MS. BIRD: Hello. I've been living in Melaleuca Gardens for 37 years. I raised my family there as a single parent, and now I have five grandchildren. I'm also 35 years in health care and I don't everyone is looking at the residents that are here, but this runway will cause enormous amounts of health problems to the residents who can't move, who haven't anywhere to go.

I also have a son that's also in the runway path who has two children with asthma and allergies. Are you thinking of the children, how the runway was going to affect their health? We're going to have enormous health problems coming from the expansion. The litigation you're going to have from all these people with hearing problems, sight problems, breathing problems. There's enormous amount of money that's going to continue to cost from the runway. Right now, you can't sell a home. You can't move. People can't pay the taxes. It's really hard for this big movement for all of these people, not just senior citizens. We have a lot of children, and I can see right now what the problems are going to cause for sickly children.

Please, we really need homes now for people. We live in this area for many years, paid our taxes, worked hard. I kept a roof over my children's head for years by myself. Now that I'm going to retire, my house is going to be taken from me? That's so unfair. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am. You're Mr. Bossel?

MR. BOSSEL: Yes, I am.

MAYOR EGGELETTION: Will be followed by Susan Freeman, who will be followed by Marcy Kobb and Michael Maller.

Mr. Bossel, you're recognized, sir.

MR. BOSSEL: Ladies and gentlemen of the Commission, my name is Duncan Bossel. I am the chairman of the airport advisory committee for the Town of Davie, as well as president of Forest Ridge Homeowner master association which represents 1585 homes directly in the flight path of the current airport.

The current forecast that the FAA has presented you for growth does not take into account recent socioeconomic problems that are starting to hit all of Florida but particularly South Florida. Since the year 2000, tourists arriving in South Florida is down six percent. The basis for increasing through put to 101 to 107 ops per hour does not consider proper airline scheduling rather than peak hours. It also does not consider that in the past 20 years South Florida has lost over 100,000 high paying, high-tech jobs to corporate outbacks and failures. IBM, Bendix, Motorola, Harris Computer, Modcomp, American Express, Raycal Corporation, Eastern Airlines, Pan Am, National Airlines, Song, plus many freight carriers. Now because of tax insurance problems, we're starting to see small manufacturers move out of the state because they can no longer afford to hire the people and provide housing for them. Property tax issue is

COMMISSION MINUTES

another issue. Portability or not, people will relocate out of South Florida once this is addressed in Tallahassee. You need to review the airport capacity hour by hour. Currently, less than four hours a day are having capacity constraints. That data is available in the airport. Take a look at it.

Since the expansion is driven by tourist growth, not corporate travel, price becomes key. We are an area very similar to New York, Washington, D.C., with multiple airports serving a small area. People go where the price is. You spend the money to expand the airport. You put a head tax on people. They're going to go to Palm Beach County. You're not going to get the money. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

MAYOR EGGELETON: Susan Freeman, followed by, this looks like Mark or Marcy Kobb and Michael Maller.

Mrs. Freeman, you're recognized, ma'am.

MS. FREEMAN: My name is Susan Freeman, and I'm a lifelong resident of Broward County. I have never lived anywhere else. I have lived on the north side of the airport, the south side of the airport, and the west side of the airport. And I think that anything I have to say here tonight isn't going to make a bit of difference, but I'm going to do what my father said, and he always said do something, even if it's wrong.

This is my little piece of heaven in Melaleuca Gardens that I don't think you need, but I think you want it. I think you know what it's worth, but it's worth a lot more to me than it is to the county as industrial or commercial property. I think you've all, maybe except for two of you, made up your minds what you're going to do. Yeah, I bought this property after the airport decided to expand, but I didn't get it at a discount. I don't pay less taxes because I live near an airport or any less insurance because I live next to an airport.

Tonight I want to dare you, Commissioners, to stay here until you make a decision.

You can't make everybody happy. You can't make the business people happy and make the residents happy. I dare you, pull an all-nighter. People do it all the time. 15 years, 17 years, 20 years, they've talked about expanding this runway. Make a decision and stick with it. The people need to know where you're going, and if you want our homes, dig deep. Ask Mr. Stiles, Mr. Huizenga, the businessmen, and the Chamber of Commerce to dig in their pocket to take our homes.

(Applause.)

MAYOR EGGELETON: Thank you.

Marcy Kobb followed by Michael Maller, followed by John -- this looks like Herin, followed by Richard Richards.

MS. KOB: My name is Marcy Kobb. I'm a 41-year resident, as Sue can attest. In an e-mail I sent to Mr. Rodstrom this afternoon, I mentioned that the last time I spoke at a county commission meeting, I pointedly remarked that the now Mayor of the commission said that he was in favor of the airport expansion so his people could go back and forth to the islands more easily. I challenged the Commission to look up their records and call me if I was wrong. I haven't gotten a call yet.

The convenience of a small group of people does not constitute a reason for the airport expansion to endanger hundreds of thousands of residents. Everyone knows that the noise and pollution due to the expansion is a health risk to everyone. In addition to the homeowners, the pollution infiltrates the body of

COMMISSION MINUTES

any person and every living organism in and outside of surrounding area of the airport. The only people who think they will prosper if the airport is expanded are the nearsighted businessmen who will have their hands in the pot of money that the taxpayers will be paying for years to come.

I am a realtor. The FAA and apparently the county Commissioners don't realize that Broward County cannot grow at the rate it has done in the past. There is very little vacant land available, certainly no land for affordable housing, unless, of course, the Everglades is to be drained.

I believe that the airport expansion will only benefit Palm Beach County, where people are moving to from Broward and Dade counties. Palm Beach County has enough vacant land to accept thousands and thousands of more residents. How about expanding the airport in West Palm Beach? Don't the wishes of the people matter to the government anymore? I guess not, being that we're still losing our young people to the war in Iraq. Thank you.

MAYOR EGGELETON: Thank you, ma'am.

(Applause.)

MAYOR EGGELETON: Michael Maller, followed by John Herin, followed by Richard Richards.

You're Mr. Maller, sir?

MR. MALLER: Yes.

MAYOR EGGELETON: You're recognized, sir.

MR. MALLER: Thank you very much. My name is Michael Maller. My wife and I are Broward County residents and homeowners. She's a business owner that contracts maid service to local hotels and resorts. Her income depends on tourism. I'm a project manager and I've overseen everything from condo conversions to site development. The reason I mention this is because I'm very empathetic to the challenges that will arise from the decisions that the Commissioners will be making.

Here's what we have now, posted on your website, Broward.org/business/HTM. Quote: If you're interested in becoming part of one of the fastest growing airports, please contact us. Also on your website, you have various information regarding the airport. At present they have a nonstop service to more than 55 U.S. cities. International services to Canada, Bahamas, Caribbean, Mexico, Latin America and South America. With expansion, we can compete with the Miami Airport.

There's no studies here that tell us how much income we're actually losing because we have no direct flights from South America. We have very few direct flights from Europe. If we had these direct flights, we could potentially increase our growth. Also at present we have 741 flights, 189 plane flights with over 70,000 per day coming into Fort Lauderdale Airport. I see I only have a few seconds left, but I want the committee to realize I support the B1C alternative, and I'm against doing nothing. Nothing is not an option.

MAYOR EGGELETON: Thank you, sir.

(Applause.)

MAYOR EGGELETON: John Herin, followed by Richard Richards, followed by Steve Welsch.

Mr. Heron, you're recognized, sir.

COMMISSION MINUTES

MR. HERIN: Thank you, Mr. Mayor, members of the Commission. You all have a very difficult decision here this evening. I am here speaking on behalf of the Town of Davie. We have provided to the FAA some extensive comments to the draft EIS which we would like to submit into the record for this evening's purposes. Some people have said: Why is this taking so long, and it has taken so long. One of the reasons why is because as each draft EIS has been produced, flaws have been determined and identified in that document. How can you make an informed decision for all of the residents of Broward County if you do not have all the necessary information to make that informed decision?

The draft EIS contains incomplete baseline data and projections. It mentions but not does include a Part 150 noise study, nor does it -- is it based upon an updated master plan for what you plan on doing with the airport. Without those documents and without that information, you have at best a partial understanding or study of what the impacts on all the residents of Broward County will be. Certainly the people who live in the communities that will be most affected need to be addressed properly within this draft EIS before we all as a community can move forward.

Furthermore, this area, the areas of the community that are going to be most affected are those that can least afford to relocate because of issues of affordability, insurance, and property taxes. No action alternative does not mean that you aren't going to address issues, but before you address these issues, you need to have a complete understanding of what you're faced with, and if it takes another 15 years, then so be it, but the residents of Broward County deserve an informed decision of what's going to actually happen with this proposed expansion. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Mr. Richard Richards followed by Steve Walsh, followed by this looks like Yvonne Siegrist.

Yes, sir, go ahead. You're Mr. Richards?

MR. RICHARDS: Yes, I am.

MAYOR EGGELETON: You're recognized, sir.

MR. RICHARDS: Thank you. Members of the Broward County Commission, I represent the Town of Davie, and, first of all, on behalf of the town, I would like to thank you for your time and efforts in this obviously difficult endeavor, but what the Town of Davie would like to remind the Commission is that, in order to move forward on this project, you will need a valid environmental impact study to have been completed. And as everybody knows, a draft environmental impact study was created, however, it does have serious deficiencies that would need to be corrected. It certainly doesn't address certain issues including children, mobile homes, minorities, and the addition of certainly there will be new gates and other infrastructure that is not included in this environmental impact statement.

I think the Commission also needs to take pause in knowing that the Federal Aviation Administration recently lost a case in the U.S. Court of Appeals because they did not do an environmental impact statement before trying to increase usage of runway 1331. As well as I think this Commission needs to take pause that the Environmental Protection Agency and their comments to this EIS has said it is insufficient, as well as this Commission needs to take into account that certain forecasts in the DEIS clearly show that they had to be seriously adjusted which shows that these forecasts may be unreliable. As such, while the Town of Davie certainly believes that no airport expansion is needed, we would

COMMISSION MINUTES

encourage at the very least this commission wait until a final EIS through a record of decision and all legal challenges be completed before you make a decision on this airport. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Mr. Steve Welsch, you're recognized, sir.

MR. WELSCH: Thank you. Good evening. My name is Steve Welsch. I am Vice Chair of the Hollywood Advisory Board. This is a saga of the myths, legends and deception, perpetuated by special interests and groups like Broward workshop, about simultaneous landings and takeoffs, no costs to taxpayers, no one losing their homes, and huge delays.

Not one of the alternatives offers simultaneous operations, a myth that must be dispelled now. The myth says taxpayers won't be saddled with costs, another mistruth. Taxpayers and businesses will all pay for the loss of homes now on tax rolls. Taxpayers as travelers will pay higher ticket costs, and if it happens like in other cities where airlines default on their payments, taxpayers pay. We will pay with each flush and gulp of water as the 30,000,000 passengers fly in and out of the airport.

The vice chair of the Broward workshop says no one will lose their homes. Another myth, another deception. 2500 people will be displaced with B1C, 725 with C1. That's over 1,050 homes to the south, 285 to the north, and this is just in the 65 DNL contours, not the 60 the Commission is committed to. Building on myths, legends, and deception may work for a Harry Potter novel but not -- but a county must be built with trust, integrity, and the best interest of citizens here now. We have recently learned that all of the information built around your preferred alternative is suspect, fraught with errors, and obsolete. The possibility exists that expansion is unnecessary. We may just need --

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Ms. Yvonne Siegrist, followed by Mr. Siegrist, your husband. Mr. Siegrist, if you could approach the mike, followed by this looks like Jeanne Hurschman and Bobby Tarlow.

You're recognized, ma'am.

MS. SIEGRIST: I'm Yvonne. Vice president of the Everglades Lakes Homeowners' Association in Davie. I'm also a member of the town senior advisory board. We're extremely concerned about the impact of the airport expansion, increasing noise levels, I-595 expansion and Turnpike expansions for our future. We're and over 55 community for whom there is a lack of affordable housing should this be the ultimate result of the decisions being made by the Broward County Commission. We are, however, more troubled with the thought that the County Commission and business community seem to be more concerned with bringing more people into Broward County when we can't take care of people we already have.

There has been insufficient planning for affordable housing, yet you are ready to have this commission approve outrageous expenditures that are truly not needed. There is a lack of adequate consideration for mitigation to also protect mobile homeowners. We ask that you consider very carefully the decision regarding expansion and the ramifications and additional burdens that would be created by a positive vote. The business community wants to focus on service industries and workers to foster continued growth, but where will the work forces they draw live? As they usually draw people with minimum

COMMISSION MINUTES

salaries that would face the same dilemmas that our senior communities currently face, namely limited incomes and a lack of affordable housing. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, ma'am.

Mr. Siegrist, you're recognized, followed by it looks like Jeanne or Jeanne Hurschman and Bobby Tarlow.

You're recognized, sir.

MR. SIEGRIST: Mayor, Vice Mayor, and Commissioners, I'm Ernie Siegrist, president of Everglades Lake Homeowners' Association. It was good to see you all at Remote 1 this afternoon.

Our Everglades Lakes community is not that worried about six-minute delays. We're not that concerned about barbecues that may be interrupted. We're not that concerned about interrupted cell phone conversations. We're concerned that airport expansion will actually interrupt our lives in the manner that they will take our homes. This is the mitigation of last resort for mobile home communities and the beginning of a nightmare. The nightmare is displacing residents from one of the few remaining affordable housing sites in Broward County.

If you do choose to expand tonight, what mitigation program option do you choose, 2A or 2B? How do you mitigate our community? The FAA doesn't know how because they violated their own FAA order 1050.1E and did not hold meaningful public involvement meetings with our community, minority, and low population incomes.

Florida State statutes provide for minimal relocation expenses, expenses that sometimes fall \$10,000 on average short of what it would cost to relocate our residents. I'm also a member of the Town of Davie task force on the moratorium for the redevelopment of mobile home parks. There is no vacant land in our area for affordable housing. I have many neighbors who cannot surround an in-kind mitigation unless it compensates them and compensation them to continue living a respectful life. Forget about six-minute airport delays, interrupted barbecues or interrupted cell phone conversations. Vote no on the airport and Save Our Homes.

MAYOR EGGELETON: Thank you, sir.

(Applause.)

MAYOR EGGELETON: Jeanne Hurschman followed by Bobby Tarlow, followed by Dan Klein.

MR. TARLOW: Hi, I'm Bobby Tarlow. Good evening, Vice Mayor, Commissioners, let me introduce myself. My name is Bobby Tarlow. I've live in Everglades Lakes mobile home community in Davie, Florida. I'm treasurer of the homeowners association and very active within our community. I stand before you tonight to ask you to listen to my plea and the others who live within the park for no expansion. We live in fear of losing our homes with nowhere else to go as there's nothing else affordable in Broward County. I live on a fixed income, as many of my neighbors do in the park. We help each other on a daily basis. We call it a labor of love. So please don't tear our family apart. We need each other. Vote for no expansion and look for your revenue in other areas. Let us enjoy our golden years and what we have left of them. Thank you for your time.

(Applause.)

MAYOR EGGELETON: Thank you, ma'am.

COMMISSION MINUTES

Mrs. Hurshman I'm assuming is not here. Dan Klein, Patricia Rafacz, Ian Richter.
You're Mr. Klein, sir?

MR. KLEIN: Yes.

MAYOR EGGELETTION: Mr. Klein, you're recognized.

MR. KLEIN: Thank you. My name is Daniel Klein. I'm chairman of the City of Hollywood's airport advisory committee. The city is on record as supporting the second air carrier runway on the north side of the airport as a way to best balance our desire for economic opportunity with the preservation of our quality of life. To us this is not a debate about the need to expand. It's happened. In 1994 the former Airport Director and its consultants told you that we needed a second 9,000 foot runway. Thus, the proposal for extending the south runway and bridging the FEC tracks and Federal Highway and that proposal has been perpetuated even though the basic premise has been discredited. If the FAA had concluded as just about everybody else now has that we don't need a 9,000 foot runway we wouldn't be considering a south runway expansion today.

As the DEIS has demonstrated, the least expensive, most environmentally acceptable way to expand the capacity of the airport would be a second runway right next to the existing primary runway. I have read comments about the problem of relocating facilities now on the north side of the airport. Let's put that to rest. Construction of a north runway, plus facilities relocation would cost \$234,000,000 less than an extended south runway and the cost of mitigation would increase the difference.

So I ask you, forget the conclusion based on faulty information, and I ask you not to rush to judgment. There still are questions that have to be answered. See, for example, the questions posed by the EPA and their comments. We will leave that the case for the north runway alternative to be compelling, but if there are still unanswered questions, let's get the answers before making such an important decision.

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Patricia Rafacz, followed by Ian Richter, followed by Martha Doerr, followed by looks like Beula Lair.

You are Mrs. Rafacz?

MS. RAFACZ: Yes, I am. Good evening.

MAYOR EGGELETTION: You are recognized, ma'am.

MS. RAFACZ: Thank you. By now, I hope that you've all gotten the message. There is no need to expand this airport. So I would simply like to ask each of you to think back and remember what attracted all of us to live in this area, what brought us here, what made us want to bring up our children here? And the answer is really simple: It's the quality of life and it's the environment. Why would you even consider destroying this unique and fragile environment that we all enjoy and that attracts tourists to our areas?

You know, I'm not in the real estate business. I'm not a travel agent. But I doubt that there is anybody picking up their phone calling their agents and saying: You know, I want to buy a house or I want to go on vacation. Could you find me a little place, you know, like next to a filthy noisy airport, a place that has

COMMISSION MINUTES

polluted air and maybe is killing off the environment because, you know, that's where I want to be. You know, something similar to the airport down in Atlanta, that's where I want to be.

Commissioners, tonight you all sit in a very historic position, and it's a situation that will position your watch over this county as either keepers and protectors of our fragile ecosystem for today and for future generations or you will each be remembered as the elected officials who sold out a treasure that can never, ever be replaced. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you.

Ian Richter, followed by Marcia Doerr, followed by Beula Lair.

You're Mr. Richter?

MR. RICHTER: Yes

MAYOR EGGELETTION: Mr. Richter, you're recognized, sir.

MR. RICHTER: Good evening. First, I'd like to make the observation that apparently many of the people that were in favor of the airport expansion that were wearing the yellow shirts must have changed their mind or were embarrassed because they have left. All right?

(Applause.)

MR. RICHTER: Secondly, I come here tonight. Many people think you've already made your mind up. I really don't think you have and I want to acknowledge you letting me speak tonight. Everyone has spoken or many people have spoken rather tonight about the environment, about the noise, about the quality of life. This is about -- what I'm going to talk about is how this -- if you go with the south runway versus a possible other solution which might be the north runway, is how this construction project is going to affect the operation of the airport for the duration of the project.

You want to make a runway 46 feet up in the air at the east end. In order to do this construction, you have to start at the east end of doing the construction because you're going to put dirt there, weight. Everything gets mashed down. You're going to have a runway that has curves in it unless you make the whole thing at one time starting at the east end. Now starting at the east end means you have to shut down your 1331 runway as well as the south runway. You now have only one main runway to use.

In the past, I have received many letters and notifications saying that the north runway is going to be shut down for these hours because of tar removal. There's also been a period of time for weeks and months the north runway was shut down to be resurfaced. What runway are you going to use when you shut this down? Well, you have Palm Beach, Miami. Okay. I've also heard that well we can use the taxi runway. Well, that is unsafe. If any airport has an accident or any kind of terrible situation, the people who are going to fly into Fort Lauderdale are going to say: Hey, will I use the south or the safer north runway or maybe I should go to Miami or Palm Beach to begin with. Think about this, please.

(Applause.)

MAYOR EGGELETTION: Thank you, sir. Martha Doerr, you're recognized.

COMMISSION MINUTES

MS. DOERR: Hi, my name is Marcia Doerr. I have lived in Dania for 35 years. I moved here with my husband. We raised two beautiful children. My husband passed away in my own home 15 years ago. I cannot afford to move. I do not want to move. You all can expand another way. Please do it. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you.

Mrs. Beula Lair will be followed by Diane Howard, who will be followed by Don Levine, who will be followed by Irene Lathrup.

Mrs. Lair, you are recognized.

MS. LAIR: First, I'll show you my house, and I hope you have deep pockets, because I want a lot for it. I'm sorry I wasn't home tonight when you come out to visit us in our five-star community, and I'm sorry it was so quiet. I understand that there was a big disappointment, no airplanes, well, we do have moments like that, and if you would have called and asked, we could have told you when you come when it was noisy if you want to hear noise, but we're not too unhappy with the noise that we are putting up with now because we're used to it and it's fine. Just don't give us anymore. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

Diane Howard, followed by Don Levine, followed by Irene Lathrop.

You're Mrs. Howard?

MS. HOWARD: Miss Howard, yes.

MAYOR EGGELETTION: Miss Howard, you're recognized.

MISS HOWARD: Thank you. Good evening, distinguished Commissioners, neighbors, and guests. My name is Diane Howard. I'm a staff attorney at the 4th DCA, but I'm a resident of Davis Isles. I'm prepared statements. I'm going to keep them brief. I wouldn't want to be in your shoes. I am sure you're well aware of the competing interests. You don't need me to spell them out for you. I would urge you to consider the long-term relationship that you have with the citizens of the county versus the short-term relationships with the people that come to visit.

I will also urge you to consider the information that's contained in the latest EIS. You know that this has been an issue before. Several fact issues have been opened by some of the people discussing the issues from the standpoint of being pilots. Dania Beach put on a presentation at the very beginning of this evening that did point out some of the other discrepancies and flawed baseline information that was in the draft EIS. And I think you really need to make sure that the information that you base this very difficult and far reaching decision on is beyond reproach because that's what you start with. So if you need to make a decision, you do, but I think you really need to know that your information is good information.

The airline industry is influx, and I will tell you that I know that the air traffic controllers are revamping their entire system. That's been on the books. That will have a profound impact on improving future delays. I will also say I'm not going to be so naive as to think that you will do nothing. You have to weigh these interests, but the south runway, the 8,000 foot south runway seems to be the one that has

COMMISSION MINUTES

the most moving parts, the most things that can go wrong and that would be the biggest concern to me. My experience has taught me that when a line of reasoning or a course of --

(Applause.)

MAYOR EGGELETTION: Thank you.

Don Levine, followed by Irene Lathrop.

Mr. Levine, you're recognized, sir.

MR. LEVINE: Good evening, Mr. Mayor and fellow Commissioners, Don Levine, Hollywood Airport Advisory Board. There's already a lot that's been said about the EPA and all of the flaws. But standing divided as we are as a board to the city, you've heard our Mayor, you've heard our Commissioner, you've heard my chairman and you've heard my vice chairman. Alternate C1 is obviously the best of all evils. It provides the most that we can get for what we have to do, and it is hopeful that as a commission, you will take vote in favorably toward Hollywood and what it seeks to have done at the airport. Thank you.

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Irene Lathrop?

MS. LATHROP: Yes.

MAYOR EGGELETTION: You're recognized. Ms. Lathrop will be followed by Beverly Meraltz, followed by Walter Hollander, followed by Doug Young.

You're recognized, ma'am.

MS. LATHROP: Thank you, sir. Good evening, Commissioners, Honorable Mayor. I am here this evening, Irene Lathrop, member of -- a resident of Dania Beach. I am here this evening to witness government in action, to witness firsthand whether the County Commission of Broward County still exercises government of the people, by the people, and for the people, or whether the County Commission exercises of, by, and for special interests.

The voters of the area's most affected by the airport expansion are a force to be reckoned with. No matter which way your vote goes this evening, the voters are paying attention. Because of my stumping for the no expansion, there are people of north Fort Lauderdale, of west Sunrise, of Weston, who are more aware of the countywide ramifications of expansion. People came up to me this morning at my place of work and said: Oh, they're voting today, aren't they? I saw the articles in the newspaper where two or three months ago or two or three years ago they were not aware. Some of these people were here this evening in support of our ideas. And these voters will remember your position on airport expansion when your term limits are up and when your re-elections are coming.

(Applause.)

MS. LATHROP: Our vote counts also. Some of you may be in for an unpleasant surprise on the next election night. Remember, we are a force of voters to be reckoned with.

(Applause.)

COMMISSION MINUTES

MAYOR EGGELETTION: Thank you.

Beverly Meraltz. She's not here. Walter Hollander, followed by Doug Young, followed by Gary Press, followed by this looks like Li Chiung Moyant.

You are, sir?

MR. HOLLANDER: Walter Hollander.

MAYOR EGGELETTION: Mr. Hollander, you're recognized, sir.

MR. HOLLANDER: Thank you. Good evening.

I have now been involved with the runway expansion issue for slightly over five years. I became involved right after I read the first environmental impact statement. This report had shocked me because it was so full of information, half truths, and glaring omissions of so many important facts. It was obvious that the study was completely biased in favor of lengthening the south runway no matter what the negative impacts were to all of the surrounding communities in addition to ignoring the potentially catastrophic damage to our local environment, but tonight I am standing here with a very different perspective. I came to thank each of you to seeing to it that the updated, more objective environmental impact statement was prepared. I have now read the report thoroughly and am comfortable with its conclusions.

I don't want to oversimplify a very complex issue, but after considering the most important factors, such as cost, negative impacts to neighboring communities, coupled with the safety of our citizens, it appears pretty evident that the north parallel runway option is clearly the best alternative available. The only slightly negative issue raised in the report was that it could potentially stretch out the time of construction because of the need to relocate the existing tenants from the north side of airport. The reason I say slightly negative is because there's room for them to be relocated on the south side of the airport. The best news is that because the growth of this airport not only slowed down over the past 18 months it actually stopped, and the total number of takeoffs and landings has decreased during that time, therefore, construction delay will only be a minor obstacle under these new circumstances. In connection, thanks again for seeing that the best runway alternative has finally been so clearly –

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Mr. Doug Young, followed by this looks like Gary Press.

Mr. Young.

MR. YOUNG: Yes.

MAYOR EGGELETTION: You're recognized, sir.

MR. YOUNG: Thank you. Good evening, Mayor, and Broward County Commissioners. I'm a Broward County environmental activist, and I also happen to be president of the Broward County Audubon Society, but tonight I speak to you on my own accord as a concerned citizen of Broward County and in opposition to airport expansion. I will be brief. I've already submitted written comments to the FAA, and just a few days ago e-mailed all of you so there's no need to repeat my comments nor those of all the others you have read and heard to date.

COMMISSION MINUTES

Just as a matter of interest, I was elected to public office many years ago, actually almost 27 years ago at the age of 29 as a school trustee. So I truly understand the great responsibility you have serving the citizens as elected officials, making so many major decisions and approving projects which can cost hundreds of millions of dollars. I'm taking a different approach in what I have to say. I took four clippings out of the *Sun-Sentinel* today, and to make a long story short, I'm not going to explain what each one is, but interestingly enough, two of them were in support of the 8,000 foot south runway and two of them are in opposition to expansion. So my point in this is that the bottom line is that you have the deciding vote, and so in the spirit of true democracy, the facts as the --

MAYOR EGGELETON: Thank you, sir.

(Applause.)

MAYOR EGGELETON: Gary Press. Is Mr. Press here?

This looks like Ms. Moyant, followed by Sherry Snail, followed by Carlos Malet. You're recognized, ma'am.

You're recognized, ma'am.

MS. MOYANT: My name is Li Chiung Moyant. I came from another country 32 years ago, and honestly, I have culture shock, but I have very lucky, I had a great neighbor for 30 years in Dania Beach, and this is my country now. English is my second language, but it's my home for 30 years, and I feel very, very lucky, have my great neighbor, George and a lot of people in my life for 30 years, and I really appreciate everything I have, the opportunity in this country. I have very good life. Life is good. I have a great husband and great son and great neighbor, and I feel very lucky, and I like to continue to feel lucky. I don't feel a culture shock, the airport in my life expansion, and I'd just like to feel lucky with my neighbor altogether, has a happy life. We always have. And this is my home, and I learned to love this country, and I really enjoy -- I was very lucky in the location I have, and I was young and naive. I didn't know what I was doing, but I was just so lucky to be here with my neighbor, and that's all I have to say. You don't have to put a timer on me. I see there's 15 seconds left.

(Applause.)

MAYOR EGGELETON: Thank you so very much.

Ladies and gentlemen, we will take two more speakers and then because this meeting is being recorded and we have captioners' notes, we have to pause to allow our captioners to have a break. So I will take Sherry Snell, followed by Carlos Molinet, followed -- and after those two, when we come back, this looks like Mr. -- or Clark -- it's very difficult. I don't know if it's an I or H, but it's looks like Hogsett, followed by Jean Pisut. Is Mrs. Snell here?

Mrs. Snell, you're recognized.

MS. SNELL: Good evening. First of all, I'd like to thank you for being here tonight, and I know you've had a long day because I've watched you on TV all day today. I'm a resident of Melaleuca Gardens. I am the type of person that lives in Broward County. I'm a nurse. I'm an essential employee. My home is essential to me.

I'd like to read for you, if I can, a comment that was written in response to one of the articles in the newspaper on Sunday. This is from a Delta pilot. "The proposed B1C8,000 foot alternative design with its six percent gradient is unsafe for any aircraft over 300 pounds gross weight. This includes all wide

COMMISSION MINUTES

body aircraft. Show me a runway in the U.S. with a six percent or greater gradient that is served by anything other than an RJ. Durango, Colorado, Telluride maybe. In the \$700,000,000 price tag. How about more like 1.3 billion and most probably on the low side. Airport user fees won't even be able to pay the interest on that dined of debt." Commissioners, respect this much flawed and costly B1C runway design. If I want a thrill ride, I'll go to Orlando.

(Applause.)

MS. SNELL: I urge you, please consider us, we, the people, the type of people that live in Broward County. Thank you for your time. Please vote no.

MAYOR EGGELETON: Thank you, ma'am.

(Applause.)

MAYOR EGGELETON: The last speaker before we take a break, and I just want to remind the persons following him when we come back would be Claude -- Clark, rather, Hogsett, Jean Pisut, followed by Michael Gold, and this looks like followed by Candice Doerr. The break will be ten minutes.

Carlos Molinet, you're recognized, sir.

MR. MOLINET: Thank you, Mayor. Good evening, Mayor, and County Commissioners. My name is Carlos Molinet and I'm the Director of Operations for LXR Hotels and Resorts. We own and operate hotels worldwide. Here in Broward County we own four properties, the very distinctive Hyatt Pier 66, the Fort Lauderdale Grande, the Bahia Mar Resort and Yachting Center, and the soon to be staged social, formerly the Holiday Inn Beach Hotel. We're undergoing \$120,000,000 dollars in enhancements. We provide over 1200 employees and are strongly committed to B1C.

Additionally I'm also the chapter president of the Florida Restaurant and Lodging Association. Our association has 337 members in the hospitality industry. This is comprised of restaurants, hotels, an allied members with approximately 14,000 employees, most of whom live and vote in Broward County. Being sensitive to the time today, we had a recent board and membership meeting and I've been asked to speak on behalf of the 337 association members. This issue is of paramount importance to our industry and we feel strongly that this expansion, alternative B1 will stimulate our local economy and provide additional jobs as well as increase the tourist based revenues for our community. Thank you so much for taking the time tonight with everyone on this important initiative.

(Applause.)

MAYOR EGGELETON: Thank you so very much, sir.

Ladies and gentlemen, we will now take a ten-minute recess and we will return promptly in ten minutes, and is please, the individuals whose names I've called, please be available and ready to speak.

Thank you.

(A RECESS WAS TAKEN AT 9:24 P.M. AND RECONVENED AT 9:36 P.M.)

MAYOR EGGELETON: Okay. We're about to start again. Okay. The two speakers that will start this session would be Clark Hogsett and I hope I'm pronouncing that correctly. It's difficult to make out your writing, and Jean Pisut.

COMMISSION MINUTES

Are you Mr. Hogsett?

MR. HOGSETT: Yes, sir.

MAYOR EGGELETTION: Did I pronounce that correctly?

MR. HOGSETT: Yes, you did.

MAYOR EGGELETTION: You're recognized, sir.

MR. HOGSETT: Thank you, ladies and gentlemen for recognizing me. My name is Clark Hogsett. I've lived in the area for over 50 years, and I've also been a business owner in the area for 20 years. I am for the airport expansion. I think we need this, and I realize some people get hurt in the process, but sometime we need to look past that and move forward, and thank you for your time and have a nice evening.

MAYOR EGGELETTION: Thank you, sir.

Jean Pisut, who will be followed by Michael Gold.

You're recognized, ma'am.

MS. PISUT: Good evening. My name is Jean Pisut and I live at 725 Northwest 10th Avenue in Dania Beach.

I'm standing here to express my concerns over the expansion of the south runway. After visiting my brother-in-law's house and seeing the piece of heaven he had in Melaleuca Gardens, I knew that is where my husband Roy and I should retire. We were fortunate to purchase a waterfront property in 2003, and knew we made the correct choice. Yes, there was noise and pollution from the jets, especially when the wind blows from the north, but we were willing to put up with it. Now we are in a battle to not only retain our home but the quality of life we've come to love.

We talk about progress and bringing more business and people into our area, but what about the precedent at this expansion sets? We say: Come to Florida. Raise a family or retire here, but we don't mention that you might have your home and your life uprooted once settled. For me, there are so many unanswered questions from the self-serving reports and the rush to proceed to development that I'm afraid in the long one we taxpayers will suffer. As you know, we are experiencing a severe water drought for a current -- for the current population, high cost of housing overcrowded roads and underfunded schools. Just to name a few. Instead of funneling tax dollars and you know you will for an airport expansion, that is not all that critical. First fix what is needed for those who are already there. Then we can increase our population a little more efficiently.

In closing, we see right now how billions of dollars nationwide are being wasted. Let's not make that mistake on this issue. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

COMMISSION MINUTES

Michael Gold, followed by Candice Doerr, who will be followed by Victoria Payne and Alan Goldberg. Michael Gold, is Mr. Gold here? Mr. Gold, Candice Doerr, followed by Victoria Payne, followed by Alan Goldberg.

Are you Mrs. Doerr?

MS. DOERR: Yes.

MAYOR EGGELETTION: Mrs. Doerr, you're recognized, ma'am.

MS. DOERR: Good evening. As a resident of Dania Beach, not a tourist, there isn't anything more that I can add to this discussion that hasn't already been said. I'm here to ask you Commissioners to not expand the Fort Lauderdale International Airport with the south runway. Please strongly consider the north as the lesser of two evils. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

Victoria Payne, followed by Alan Goldberg, followed by Chuck Malkus.

Yes, ma'am.

MS. PAYNE: Victoria Payne, resident of Melaleuca Gardens. During all these years of debate and deliberation and investigation about the expansion of airport, Fort Lauderdale Airport continued to accommodate our visitors without much more of a delay than what we'd wait for our Starbucks coffee. We are already accommodating the growth we've experienced. Do we really need to consider this expansion at this point when we have capacity at two other airports? I strongly urge you to vote for no expansion. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

Alan Goldberg, followed by Chuck Malkus, followed by John, this looks like Oldenburg.

Mr. Goldberg, you're recognized, sir.

MR. GOLDBERG: Mayor, Vice Mayor, and Commissioners, Alan Goldberg, 404 Deer Creek Run, Deerfield Beach. I'm representing the Friends of the Airport, which is a group comprised of FBOs of other airport businesses, airlines, and other businesses around the county. In an effort not to be repetitive, I'm only going to suggest that we as a group are supportive of what the *Sun-Sentinel* and the *Miami Herald* said in their editorials this morning.

In addition, I'd like to point out to you that safety is really the number one issue here, and there's no question I don't think in any educated person's opinion that the longer the runway the safer the runway. I'd like to also clarify for some of those that have spoken tonight that to the best of my knowledge, this County Commission has gone on record indicating that they do not intend to take any homes, but to provide mitigation for noise levels in various ways. I think that they're entitled to know that as a fact and if this Commission tonight votes, they will know the direction that the Commission is going in.

COMMISSION MINUTES

Finally, I'd like to say that the impacts of your decision are countywide impact. It's an impact on 1.8 million people that we have today. It's an impact on all of the visitors that come to visit our community. I think you have to act as Broward County Commissioners tonight in making your decision, even though there may be some people that are more directly impacted, the next decisions will be up to you as to how to accommodate their needs. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Chuck Malkus.

MR. MALKUS: Good evening, Mayor and Commissioners. First, I'd like to thank you for providing a great quality of life to all of us residents here in Broward County. You can't be told enough thank you and also thank you for sitting around and listening to some people who are not so respectful to the difficult decisions that you, as our elected officials, have to make tonight.

I'm going to address three points: Quality of life, maintaining low and middle class employment, and, third, the environment. We have a great quality of life in Broward County for one major reason, and that is that tourism is our number one industry. I'd like to also point out to maintain low and middle class employment in Broward County, we must support tourism and support the airport. The airport expansion is the single most important engine for tourism and all residents of Broward County.

Our environment is important. Tourism is awesome for the environment. Yes, a clean alternative to other industries that include factories is maintaining the clean industry of tourism. Industry is a clean industry. We've heard about airport delays tonight at JFK. Well, delays are not good for the environment. Having planes flying around and around are not good. Obviously what is good for us is the expansion of our airport. Thank you.

MAYOR EGGELETON: Thank you, sir.

John Oldenburg, followed by Jackie Hamilton, followed by Ronald Bogue.

MR. OLDENBURG: Good evening. I come to you tonight not as a lobbyist, not as an employee of a hotel, not as an owner of a business that stands to make millions of dollars on a possible construction project that's going to be overbudgeted and delayed and impact negatively to the residents of the county. I come to you as a lifelong resident of Broward County. I grew up in the neighborhood that you're talking about. I still live there today. I raised my children there.

You have taken the county in 25 years, not you personally, but those that have come before you, and you have doubled, tripled, quadrupled, the density of Broward County. You've done some positive -- the Commission has done some positive actions in the past. You've got a great park system, a great infrastructure, but you don't have the capacity in this county for the growth that you're potentially trying to build for. I mean right now we are faced with water restrictions on a permanent basis. Does anybody understand what that means? Anybody that grew up in this county in Florida, that's ridiculous. It's unbelievable that we each actually have to have that process to where we're going to be dealing with water issues. How can you stand there and actually say that we need to grow more? What is the growth limit of Broward County? That's the main question we have to decide.

I don't know of any tourist that's not going to come to Fort Lauderdale beach because they waited 15 minutes to get to the airport or from the airport. You know, across the nations, the delays in airport, that's the cost of business and travel. We all know it. Six-minute delays frankly does not prove the need to expand the airport at this time. It was not a proven need 15 years ago when this started. It's still not a proven need today. There's a lot of impact to Broward County. You've got trash recycling that you can't get rid of. You've got two dumps in the county that are overflowing. You've got a recycling

COMMISSION MINUTES

plant in Broward County which is actually in this neighborhood which was supposed to be a temporary site --

MAYOR EGGELETON: Thank you, sir.

(Applause.)

MAYOR EGGELETON: The next speaker is Jackie Hamilton, followed by Ronald Bogue -- Ronald Bow.

This is -- Mrs. Hamilton, you're recognized, ma'am.

MS. HAMILTON: Hi. Thank you for hearing us and the hard judgment you have to make tonight. I've been a resident of Florida since 1945, moved up to Broward County 40 years ago. I'm in the same home in Avon Isles that would be greatly affected, our way of life, and I urge that you make no decision on this. I mean that's no, that your vote would be no expansion.

I've seen, you know -- first we were in the county and then we came into Dania in 1990, and I'd hate to see you all make an error like certainly the Commission made in moving the Tri-Rail not once, not twice, but three times because the airport was there. So I mean we moved into the home knowing that the airport was there, but we moved up to Broward because it was a quieter community, and I think it should stay that way. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, ma'am. Ronald Bogue, followed by this looks like Ralph A, and I cannot make out the spelling on the last name, but it looks like Marrivsini at 35 Isles of Bahia, Fort Lauderdale.

Mr. Bogue, you're recognized, sir.

MR. BOGUE: Thank you, Commissioners. My name is Ron Bogue. I live at 3041 Southwest 44th Street, Dania Beach on the Dania Cutoff Canal directly under the south runway as it presently is formed. The recent *Sun-Sentinel* article by Gary Luedtke was both succinct and cogent in its content as it relates to this decision tonight that being that the north runway is the only sensible solution if an expansion is necessary, which is substantially in question if you listen to the facts that have been broadcast here this evening.

As public officials, you are elected by the people for the people with our trust and confidence placed in our selections that you would make the right decisions as well as always being fiduciarily responsible. The selection of a south runway expansion recommendation that you're to vote on this evening counter adds all of these commitments for those of you who vote yes.

Regarding the affected populations, and one of the topics that hasn't been brought up tonight I want to properly notify you of that I have discovered, the EIS talks to affected runway south expansion of affecting approximately 3,000 families. Yesterday I contacted Dania Beach and asked since the last two years how many permits for residential dwellings and condos have been issued and/or closed out on the Dania cutoff, Griffin Road corridor. The number is 888. If you add that to the 3,000 plus, you've exceeded 4,000 families. So, again, that's part of this EIS question about the accuracy of it at this date and time.

In closing, why are you preparing to make a decision that affects substantially more families with cost dramatically more than all of which will burden the travelers or the citizens of Broward County? Do what

COMMISSION MINUTES

you were elected to do. Be fiscally responsible and mindful of the people who put their trust and confidence in each of you --

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Ralph Marrivini and Oldenburg, followed by Walter J. this looks like Crosson followed by Bob Shannon.

Ms. Oldenberg, is she here? Okay.

Walter Crosson, Walt Crosson, is that person here? Okay.

Bob Shannon, is that person here?

Ed Carhart? Ed Carhart.

This looks like Reg Finley? Finley. Is that person here, 118 Northeast 2nd Place? Richard -- well, Richard Blatner is not here.

Dave Cariello, is that person here? Mr. Cariello? Mr. Cariello will be followed by Chris Barile, followed by Stephanie Clark, followed by Dan Clark.

You are, sir?

MR. CARIELLO: My name is Dave Cariello.

MAYOR EGGELETTION: Mr. Cariello, you are recognized.

MR. CARIELLO: Good evening, Mayor, and Commissioners. I live in Hallandale, Florida, and I'm originally from Upstate New York. I relocated to Florida four years ago, and I decided to come down here to continue my career in a growth area. One of the reasons I decided to come to South Florida and picked Fort Lauderdale was you have easy access to a quality airport that can move people in and out quickly and cost effectively. You've got all the major carriers here, and it makes a big difference when you're trying to keep ties with people up north and get talent to come on down here.

I'm in favor of the B1C expansion, because I witnessed what the results of ultra conservative infrastructure expansion and investment can do. You've got to see what it's like in Upstate New York right now. I just came from there. I was up there last week. I didn't see one construction project. They're doing a little residential work. The impacts of not making the investment in the future, not having the vision or having the guts to look at the big picture, it can be felt by everybody, and even the people living around the airport.

The economic stagnation that's caused by it, of shrinking economy and the loss of young talent, the next generation, you can see it happening up there. The erosion of the quality of life, the wages, the benefits are lowered because there's a shrinking pie and everybody is competing for jobs that are going away. I ask you to vote in favor of it for the sake of future growth. You still have the power to control growth and development. You're still the commission. You still approve projects I know on project-by-project basis. This just creates the capacity and ability to do it if it makes sense for Broward County. So I came here to

COMMISSION MINUTES

stay. I thought it was worth my time to come up here and speak. I thank you for the time. But do what needs to be done for the future.

I saw what short-sightedness did up north. I saw what it means to the long-term future, and it could happen here just as well. So thank you for your time. I hope you make the right decision.

MAYOR EGGELETTION: Thank you, sir.

Chris Barile, is that you, sir?

MR. BARIILE: Yes.

MAYOR EGGELETTION: You're recognized, sir.

MR. BARILE: Thank you. Chris Barile, 5099 Southwest 28th Avenue, Dania Beach. I've lived in Florida since 1949, so I've seen the growth in Broward County, some of it good, some of it bad, but I've seen a lot. The EIS that I've been involved with, the draft is flawed, and it's flawed statistically strictly because it's on projected statistics. That would have been fine if Pan American and Eastern Airlines were still around.

The EIS draft shows a south runway expansion will cause more impacts to the local parks and wetlands than other alternatives. Why are we stuck on the south runway expansion? Don't let federal agencies dictate what we do in our community.

I've been in Florida long enough to see what the Corps of Engineers did to the Kissimmee River, to their own agenda and then later needed to be restored to its original state. That's a federal agency. Right now, NOA has taken most of their funding and put it towards PR. Instead of the weather satellite that we need to track our own hurricanes in this area. The future is your decision in the making.

(Applause.)

MAYOR EGGELETTION: Thank you, sir. Stephanie Clark, followed by Dan Clark.

You're Mrs. Clark?

MS. CLARK: Yes.

MAYOR EGGELETTION: You're recognized.

MS. CLARK: Stephanie Clark. I'm a Coral Springs resident. You say we need this airport expansion for Broward County to grow. Growth, growth, growth. At the Vision Broward 20/20 workshop, we heard density is our friend, build it higher, and expand the airport, grow, grow, grow. We don't have the water we need now for our population, but, grow, grow, grow.

You can't adequately treat the sewage in Broward. You pump partially treated sewage into the ocean, but grow, grow, grow. When it comes to the environment, or special interest groups, the environment always loses. Growth, growth, growth.

We don't need this airport expansion. You heard many reasons why. When we talk about the environment, wetlands, mangroves, John Lloyd Park, remember it's our population that really rely the most on a healthy environment. It's all Broward resident that rely on a healthy wetlands, ocean, air quality, and water quality. You say don't worry about the wetlands, you can mitigate, destroying wetlands and mangroves and then cutting down trees in another part of the county as you've done in past projects, but it's not good for the environment, and it's not true mitigation.

COMMISSION MINUTES

I don't believe that Broward is a healthier place to live from when I moved here 30 years ago, not healthier for the people, and not healthier for the environment. No airport expansion, please.

(Applause.)

MAYOR EGGELETON: Thank you.

Dan Clark, followed by Jarvis Concha or Concha, I believe.

Mr. Clark, you're recognized, sir..

MR. CLARK: Yes, thank you, Mayor. My name is Dan Clark. I'm a local fisherman and I also run a local coral reef conservation group. You all know me. I've spoke to you on other projects before.

This draft EIS, this south runway will impact 15 acres of wetlands and destroy over three acres of mangrove. The South Atlantic Marine Fisheries consult defines mangroves as essential fish habitat of particular concern. It's important because these areas make up juvenile fish habitat and link directly to our reef eco system. The inland and offshore areas are inner connected as part of a full eco system.

A letter to the -- from the national -- from NFMS, the National Fisheries Service, National Marines Fisheries Service states that this EIS has failed to look at the cumulative impacts of this project. You must also look at other proposed projects in the area such as the proposed port expansion project which will take out more mangroves and dynamite reefs. You need to look at some of the other projects in past that have destroyed more essential fish habitats. The beach project buried miles of reef and near-shore habitats. We must look at these cumulative impacts. The fisheries and the reefs in Broward County according to a recent socioeconomic study generate over \$2,000,000,000 a year to our local economy. This is very important. We must look at the cumulative impacts.

Some of you up here in this panel call yourself enviros. A couple of you may be. The thing is this mitigation doesn't work. So if you are trying to just the fact that you can mitigate, we've seen what the beach project, those slimy rocks you put off the beach don't make up for all the reefs that got buried. You can't mitigate for these natural resources and you certainly can't mitigate for these people's homes and lives. There's no way. So if you say we're going to mitigate, it doesn't work, people. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Jarvis Concha, is that person here? Richard Ramcharitar at 4620 Southwest 42nd -- doesn't have a street. It's in Dania Beach, along with his -- I assume this is his wife Carla, is that you, sir?

MR. RAMCHARITAR: Yes, she's not here.

MAYOR EGGELETON: Can you please pronounce your last name correctly for me, sir, if you don't mind?

MR. RAMCHARITAR: Okay. Good evening. My name is Richard Ramcharitar.

MAYOR EGGELETON: Thank you, sir, you are recognized.

COMMISSION MINUTES

MR. RAMCHARITAR: I'm a Dania resident. I recently moved in in Dania in July of 2006. And the reason that I moved in was because I wanted to move into a quiet neighborhood with water access. And to my surprise, I found out right over my head, I had turboprops and business jets flying right over. And every single time they fly over my house, my house shakes and rattles. It's very disrupting and very annoying, and this is noise pollution, and there are laws that protect us against noise pollution.

So what I wanted to tell you about tonight is, when I speak about noise pollution, safety, and security, I also am a former airline operations manager at Miami International Airport, and I managed the FIS operations there for a very long time, and I saw the challenges and the issues concerned with large airport operations. By expanding the runway, it's not going to cut down on delays for passengers, ladies and gentlemen. You are going to be faced with delays at the gates, if you don't have enough gates. You're going to have ATC holds, et cetera, et cetera, and it's not about the runway.

The other issue I wanted to talk about concerning this matter is that passengers coming through an FIS operation, that's the federal inspection station, through immigration and customs, are sometimes held up for two to three hours in clearing these facilities, and this is where we need to focus some attention, is in improving the terminal operations, the facilities and gates so that these passengers can arrive in a timely manner. The pilots can park their planes and the people can get out and get through the system. Now I know the hotel operators and business executives are concerned about the tourism being impacted and, quite honestly and truly, the issue is --

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

George Counts, followed by Hillary Phipps, followed by Kathy Cappy, followed by Margaret Anderson. Is Mr. Counts here? Followed by Hillary Phillips, followed by Kathy Cappy, followed by Margaret Anderson.

Mr. Counts, you're recognized, sir.

MR. COUNTS: My name is George Counts, and I live in Lauderdale Isles, and I've consistently taken a position against growth at this runway and supported an alternative jetport, but I see as some of the people in Dania and Hollywood are getting desperate and starting to push the north runway consistently, I'm a little bit concerned. I'm against expansion to the north runway, and the reason I'm opposed to this is there are thousands of people in Fort Lauderdale that live along the corridor where the north runway is, and we already have one 9,000 foot runway up there. Do we want to jam another one right there? In addition to all of the other obnoxious uses that are concentrated in this area, like the incinerator, the FP&L plant and the 595 corridor which will soon be double decked and there's no noise wall that can act as mitigation for double decking.

So this area would definitely be impacted. And I would certainly like for us to go ahead and look at an alternative location, but it doesn't look like that's going to happen, so I am going to support the south runway since we've had so many people up here pushing the north runway tonight. I've tried not to do this, but it looks like I have no choice. Thank you.

MAYOR EGGELETTION: Thank you, sir.

Hillary Phipps, followed by Kathy Cappy, followed by Margaret Anderson.

Are you Mrs. Phipps?

MS. PHIPPS: Yes.

COMMISSION MINUTES

MAYOR EGGELETTION: Ms. Phipps, you're recognized.

MS. PHIPPS: I'm Hillary Phipps. I live in Melaleuca Gardens area. Good evening Mayor Eggelletion and Broward County Commissioners. Is this to be our reward for 30 years of public service? Is this how Broward County treat their citizens after a lifetime of dedication to educate your children? Are we now to be put out to pasture because we are elderly? Do all the years of scrimping and scraping on a schoolteacher's pay trying to have some type of retirement lifestyle mean absolutely nothing? If you said yes to any of these questions, then shame on you.

How would you feel if we were your parents, watching our life go down the drain, not knowing what is to become of us after you have destroyed what took us a lifetime to build. I hope you will do some real soul-searching. We, my husband and I, have lived in our home since 1964, 43 years. This was our paradise. A waterfront property hidden in a little community, and only accessible at that time by Northwest 10th Street, two lanes and our main thoroughfare, a small airport named Dania and surrounded by fields and small plane hangars, long since gone.

We have stayed in this lovely little community because it is unique and its residents friends. We reared three children in this home and our Mayor Bob Anton and my children grew up together, and as you well know, he is still here along with his children and grandchildren. Why? Because this is a wonderful, warm and unusual community, but through the years we have watched the numbers --

(Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

Kathy Cappy, followed by Margaret Anderson, followed by Evan Plotka, followed by Adam Sugarman.

Are you Mrs. Cappy?

MS. CAPPY: Yes, I am.

MAYOR EGGELETTION: Mrs. Cappy, you're recognized, and, Mrs. Anderson, if you would approach the other lectern, followed by Evan Plotka, followed by Adam Sugarman.

You're recognized, ma'am.

MS. CAPPY: Thank you. I'm Kathy Cappy. I'm Ms. Phipps neighbor, and she spent a long time making her presentation, I'd just like to finish what she started and then I have a few remarks of my own if time permits. She said that but through the years we have watched the numerous Broward Commissioners slowly chop away at our little paradise and now that we have grown into the twilight of our years, you are about to deliver the final blow. Destroy what we worked so hard for, removing the security we thought we would have and destroying the quality of years that remain for us. We don't have deep pockets or our hands in someone else's.

You talk about the big resort hotel which opened recently, bringing in the tourists into the area. Who are you kidding? You and I both know those people don't fly the airlines like the majority of middle class Americans. They come here on their corporate and private jets. They certainly don't care about the lives they've destroyed getting here any more than the people who will reap the benefits from this boondoggle.

COMMISSION MINUTES

Do these people in yellow shirts really understand the impact of this expansion? I think not. Environmentally or economically. Aren't they going to be in for a surprise? And if you go forward with this project, was that extra day's paycheck for being here really worth it. What has happened to moral values, I wonder. I have just barely touched one aspect, the human side. The other topics I will leave to the experts.

And I join Mrs. Phipps in vehemently objecting to the airport expansion. I too am a Broward County schoolteacher. I have served and am about to retire. Our school system is in dismal shape. We can put our money into people, into our children, into our –

(Applause.)

MAYOR Eggelletion: Thank you, ma'am.

Margaret Anderson. Is Mrs. Anderson here?

UNIDENTIFIED SPEAKER: No, she had to leave.

MAYOR EGGELETION: Evan Plotka, is he here? Followed by Adam Sugarman, followed by this looks like Mary Lou Breines.

You're Mr. Plotka.

MR. PLOTKA: My name is Evan Plotka.

MAYOR EGGELETION: Plotka. Sir, you're recognized.

MR. PLOTKA: Thank you, Mr. Mayor. I'm wearing a yellow shirt tonight but sometimes we've got to peel the onion and look somewhat below the surface. Imagine putting yourself in reading this EIS for the first time. Imagine not living with this project like all of us have, like all the people in Dania Beach, and all of the Commissioners have for years. Imagine reading this thing for the first time and coming away with it and saying: B1C is the preferred alternative. It costs a billion -- a quarter of a billion dollars less to build the north parallel.

Neither of those issues addresses the mitigation, which this commission has suggested will decrease to 60 DNL as opposed to 65 DNL, money coming out of the county's pocket. It impacts four times as many dwelling units. It impacts four times the population and not one of these people that represent the hotel associations was concerned that you're going to have to take the Wyndham Hotel.

The north parallel runway is cheaper. The north parallel runway has less of an environmental impact. Its performance is almost imperceptible, almost no difference from the south runway, fewer people being displaced, and either way, Fort Lauderdale cannot conduct simultaneous operations. And then on top of it, we're talking about an elevated runway 47 feet above the ground, over a railroad, over a Federal Highway. Has anyone calculated the added security costs? Who pays to roll out the HazMat teams, the SWAT teams when the first rental truck breaks down under the runway on Federal Highway? Imagine what it's going to be when that first rental truck breaks down stopping a Federal Highway, stopping the FEC railway, shutting down the airport. I was in the airport on Atlanta, I was on the Tarmac when a teenager jumped -- jumped over and they shut down the airport for an hour and a half. Imagine one truck. Thank you.

(Applause.)

MAYOR EGGELETION: Thank you, sir.

COMMISSION MINUTES

Adam Sugarman, followed by Mary Lou Breines, and I hope I'm pronouncing your name correctly, followed by George Platt.

You, sir, are Mr. Sugarman.

MR. SUGARMAN: Yes, I am.

MAYOR EGGELETTION: You're recognized, sir.

MR. SUGARMAN: Thank you. My name is Adam Sugarman. I live in Hollywood Hills, Florida. I'm an avid bird watcher. It's a fabulous hobby. I recommend that to everyone here takes on that hobby.

Over the years I've watched the rapid disappearance of what once was a common species throughout South Florida, a species called the smooth-billed ani. In the 1970s, the Audubon Society in its Christmas -- annual Christmas count, they counted 1,146 anis. In the 1990's, when we embarked on the airport expansion, the anis were much more prevalent than they are today. In the 2004 Christmas count, only one ani was found. In Broward County, the last remaining habitat is located at the grasslands just south of the airport where the airport trailer sits and the grasslands just south of that.

About two years ago, the smooth-billed ani was petitioned for endangered species status. As a bird watcher, I have personally met thousands of birders who come throughout the world, ecotourists to catch a once-in-a-lifetime view of this gregarious bird. Please, let's not destroy this unique habitat. Let's complete the environmental study so we can all make a more informed decision. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Mary Lou Breines.

MS. CHALIFOUR: Good day. I am here representing my client, Mary Lou Breines.

MAYOR EGGELETTION: Are you speaking for her?

MS. CHALIFOUR: I am counsel for Mary Lou Breines and I am here to represent her interest, sir.

MAYOR EGGELETTION: Thank you.

MS. CHALIFOUR: My client and her husband who have lived in Melaleuca Gardens since November of 2000. Prior to that, they lived in Plantation. Prior to moving to Dania Beach, they knew nothing about FLL expansion. Mary Lou thinks she's very confident when she says: These folks who were bussed in for the May 1 meeting and tonight's meeting probably don't know a lot about the issue. Mary Lou notes that an elevated south runway would cost over a billion dollars in today's dollars and several billion before it is finished.

This is the costliest alternative and will impact thousands of homes all throughout Dania, Hollywood, Davie, John U. Lloyd Beach State Park, Anne Kolb Nature Center and Frost Park. On top of that, this figure does not include any mitigation for homes that would be affected which includes soundproofing. We still haven't figured out how they plan to soundproof the outside of our homes. It could and probably would take a decade for every home affected to be soundproofed. More importantly, how does the

COMMISSION MINUTES

Commission plan to soundproof the outside of our homes which is where most of us spend the majority of our time.

With airport operations down by ten percent since November 2005, with international travel down since 9-11, with many more important issues such as water shortages, affordable housing, and insurance costs, the residents of Broward County deserve a truthful answer as to why only the south runway is being considered. Mary Lou notes: We voted you into office and as your supporters, we deserve a truthful answer. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you. I need to ask you for the record, are you being compensated by your client?

MS. CHALIFOUR: No, I do very well. No, Mr. Mayor, the majority of my time is spent pro bono to help these people that you won't.

MAYOR EGGELETTION: Thank you. Thank you.

(Applause.)

MAYOR EGGELETTION: Mr. Platt.

MS. CHALIFOUR: And it's none of your business.

MAYOR EGGELETTION: Please note that the rules of the County Commission require that if you speak for a person you must -- and you're representing yourself as an attorney, you must receive compensation or you will not be allowed to speak. Thank you.

MS. CHALIFOUR: That's bullcrap.

MAYOR EGGELETTION: Mr. Platt, you're recognized.

MR. PLATT: Good evening, George Platt serving as co-chair of the Broward Workshop Airport Task Force, not being compensated. Thank you all for sitting here tonight and listening to all these people. It's not easy.

In 1980 I sat where you are. We made a decision to expand the north runway to your knowledge, go to 9,000 feet and we had to rezone all of the property west of I-95 to make it industrial. Today, I think it's a much easier decision for you than we had to make. That was painful. That was difficult, but that's why you're elected, to make the tough decisions and I appreciate it.

Since 1987, this county and this county commission has planned to expand this particular runway just as it went through all the interlocal agreements with Dania Beach, City of Hollywood, Fort Lauderdale, the DRI development honor, the South Florida Regional Planning Council, all the commitments that you made to those cities, and they agreed to, they signed off on those things. So it's quite surprising. And that's when the runway was 9,000 feet. You're now talking about an 8,000 foot runway that will fit in with your master plan, that will be terminal friendly in terms of how it will relate to these two redundant runways that hopefully you will have.

2.6 percent growth projection is not a major growth projection, but when you are now currently at 22,000,000 passengers, it's a lot of growth. So you're going to need to address that. We've got 3.5 million cruise passengers. Your port master plan says you're going to go to 6,000,000 cruise passengers

COMMISSION MINUTES

a year. We've got 1.8 million residents and you know we're going to add a few hundred thousand more based on the land use plan. So we just ask you to consider all the special interests, because everybody in this county is a special interest. Everybody in this county is affected by this airport, and we would just ask you to please make a decision tonight and please support B1C.

MAYOR EGGELETON: Thank you, sir.

Dr. Patricia Tyra, followed by Patricia Wright, followed by Kenneth Cappy. Is Dr. Patricia Tyra here?

Yes, followed by Mrs. Wright, followed by Mr. Kenneth Cappy.

You're recognized, Doctor.

DR. TYRA: Good evening. My name is Patricia Tyra. I reside in the Estates of Fort Lauderdale, which is a mobile home park. In the '80's and the '90's we were in unincorporated Broward County, so we never felt we had any representation. In this decade, we became part of Dania Beach. Now we have more information. I've e-mailed all of you and I appreciate the three of you who did respond to my inquiries and my comments. I do want to say that this evening I have heard new information. I have had more information about flawed information. I am somewhat assuming that you are hearing new information tonight too.

As a nurse, I would say you would not want to come into one of our health-care facilities and discover that we had flawed information or incomplete information, and we were about to prescribe medication for you or take you into surgery when we weren't really sure that we had all the information that we needed. That is the position I think you are in tonight, and I would say if you need more time to deliberate to give us a good, honest ethical decision, I hope you decide to do that even if it means postponing your decision tonight.

(Applause.)

MAYOR EGGELETON: Thank you.

Patricia Wright? Mrs. Wright, you're recognized, followed by Kenneth Cappy, followed by Carolyn Augustine, followed by Thomas J. Lathrop.

Ms. Wright, you're recognized.

MS. WRIGHT: This is my home, and yes this is a multimillion dollar home on the Dania cutoff across from our canal. My home is not even near the present 65 decibel line for both runways, yet the true noise is far worse. Planes start as rumble when they take off and get louder, making it impossible to talk, enjoy music, TV, concentrate and it gets on your nerves. The noise studies can be compared to being pulled over by a policeman for speeding and say you are not speeding because sometimes you drive 45 and other times you drive 85. When you average the two speeds together, you were really only driving 65. Outrageous? Yes, but that is exactly what the noise studies do instead of measuring true noise. The airport blatantly ignores their own restrictions. Often planes land after 12:00 p.m. as well as taking off around 5:00 a.m. We live outdoors also, all year-round, but you are going to force us to live inside of a closed doors.

We constantly wipe up, sit, eat, and breathe black soot from planes. Expansion will only compound all types of pollution from more planes, vehicles, further affecting people, animals, marine life living here. Why should we intentionally make more pollution worse on our land and waterways for all the sake of

COMMISSION MINUTES

money? God says that the earth moans because of the sin of man and man is man to take care of the earth. When people put greed, money before what is morally right, it is sin.

Broward County has land and water shortages, overcrowded schools and roads, landfill problems, air, water, and noise pollution. Why are we not concentrating on these problems instead of creating more? In the airport last expansion according to one homeowner that I talked to, he only got one-third of what his home was worth, but one Commissioner wrote that there is no decrease in property value because an airport is expanded. Let's be honest here. Homes will devalue and we will lose our --

(Applause.)

MAYOR EGGELETON: Thank you.

Kenneth Cappy, followed by Carolyn Augustine, followed by Thomas J. Lathrop.

Mr. Cappy, you're recognized, sir.

MR. CAPPY: Do I get one minute?

MAYOR EGGELETON: No, sir.

MR. CAPPY: Okay. Thank you. Good evening, Commissioners.

Just in reviewing this, I live in Melaleuca section in Dania myself, and I've, you know, driven somewhat the perimeters and the footprint of the new proposed thing, and to my conclusion, you know, when you hear a lot of people on the other side talking about it, they're insisting on the south runway. Logically, you know, when you drive the area and look at it, it does connect the port to the airport. Basically you're looking at putting in a freight runway. If you want a freight airlines, yeah, you can make a lot of money with it, but you will devastate that whole area. All you have to do is basically go down and drive around Miami Airport and that's what you're trying to build here. It's going to ruin the whole south end of this county. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Carolyn Augustine, is that person here?

MS. CHALIFOUR: Counsel for Carolyn Augustine.

MAYOR EGGELETON: I'm not going to let you speak any more, ma'am. Would the police please escort this lady out of the auditorium, please?

THE AUDIENCE: Boo.

MAYOR EGGELETON: Carolyn Augustine is not here.

Mr. Thomas Lathrop. Please escort her out. Mrs. Chalifour, you're out.

Thomas Lathrop. Is Mr. Lathrop here. Is Mr. Lathrop here? Mr. Lathrop, you're recognized.

Mr. Lathrop, you're recognized, sir.

COMMISSION MINUTES

MR. LATHROP: I live in the Melaleuca area --

MAYOR EGGELETTION: Just one moment, Mr. Lathrop.

Ladies and gentlemen, let's come to order, please. Okay. We're going to recess the meeting, and if you continue, the hearing is over, and we'll make our decision. It's left up to you. Now you can come to order or we will recess this meeting.

Mr. Lathrop, you're recognized, sir.

MR. LATHROP: I live in the Melaleuca area of Dania. When you build this south runway, it's going to be very expensive compared to the north runway that we would prefer, the double runway. Once it's built, it's going to be too noisy for our neighborhood and you will have to buy our houses. Have you figured that price into any of this? And when it happens, I'm out of Dania, out of Broward County, and I won't have to worry about paying the taxes for buying my house.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

I have Mr. Gary, and I hope I pronounce your name correctly, sir, it looks like Luedtke, followed by Chris Rotolo, followed by Dennis O'Shea. If those persons are here, is Gary? Is Gary Luedtke? Is that person here? Is Gary here? Chris Rotolo -- is that you, Mr. Luedtke?

MR. LUEDTKE: Yes.

MAYOR EGGELETTION: Mr. Luedtke is followed by Chris Rotolo, who will be followed by Dennis O'Shea. Would you please approach the front of auditorium, please?

Mr. Luedtke, you are recognized, sir.

MR. LUEDTKE: Good evening, Commissioners, and Mayor. I've been a member of Fort Lauderdale Airport Noise Abatement Committee since 1992 when it was first inaugurated. I've also worked at the airport last year, work at Port Everglades still. Capacity, I'm not at liberty to disclose, however, I do know the important economic impact of that airport and Port Everglades, but tonight you're considering the EIS and what the factors are for a need for runway expansion.

Three of those are mainly population, cruise line and tourists, and operations at the airport. Population in Broward last year, we lost 18,000 citizens. Tourists and cruise lines, next year we're going to take a substantial cut in the number of cruise ships that turn around in Port Everglades. As far as operations at the airport go, those were down ten percent last year.

The three major factors affecting the need for runway growth are all down. So operations of ten percent down last year, two percent per year, that gives you an additional five years. As far as proving the need -- which is the main need for an EIS is proving the need for that project. We have to go or you have to go because we don't have population, cruise line, or operations increases, we have to go to forecast. So let's see what's said about forecasting. Forecasting, we're facing average delays of over an hour on every flight. We're starting to feel the effects of delays at this airport. This is in an article which is titled "longer runway critical" but it's dated June 17th, 1991. 1991 to this date --

COMMISSION MINUTES

(Applause.)

MR. LUEDTKE: -- plays delays at the airport have not changed.

MAYOR EGGELETTION: Thank you, sir.

Chris Rotolo, followed by Dennis O'Shea, followed by Ann Moredock. You, sir, are?

MR. O'SHEA: Dennis O'Shea.

MAYOR EGGELETTION: Dennis O'Shea.

Mr. Rotolo is not here. Okay.

Dennis O'Shea, you're recognized, sir.

MR. O'SHEA: Thank you, Mayor, Commissioners. My name is Dennis O'Shea, and today I live at 112 South Victoria Park Road in Fort Lauderdale, but for tonight's discussion, I'd like to tell you that I grew up on Riverland Road in Lauderdale Isles and the reason I one to bring that up is that was a very different place in time. When I was five in front of your County Commission offices, Seminoles were still delivering snook to an open air fish market, right in front of your County Commission offices. When I was 13 and could still hitchhike. But today when my 11-year-old daughter wants to go around the corner to 7-11, I put her in a car and take her there, and that's reality that I don't necessarily embrace, but it's reality and I have to deal with it as a parent. You know where I'm going with this. You're the custodians of Broward County.

Tonight you have the reality that you have to deal with. I'd respectfully suggest to you that it is an urban reality. To make that point and then I'll leave, Jim Murley, who I think you all know as the director of for the Center for Urban and Environmental Solutions at FAU in a previous reality in his life, he was the head of a Thousand Friends of Florida. So when Governor Chiles appointed him to be the secretary of the Department of Community Affairs, there was a concern in the developmental community that the dialogue about sustainable growth, sustainable development would end, but Mr. Murley, in the '80's had a simple sentence about Broward County, and what he said was, quote, Broward is an urban county, period, end quote. So nothing has changed in the two decades since Mr. Murley said that. This isn't Kansas anymore. This isn't the Broward County I grew up in. It's stronger. It's more economically and culturally diverse and we need an urban solution to our airport capacity issue. That solution I submit to you is B1C.

MAYOR EGGELETTION: Thank you.

THE AUDIENCE: Boo.

MAYOR EGGELETTION: Mrs. Ann Moredock, followed by Joanne Leahy, followed by Pat Sullivan, followed by Chris Wren.

Is Mrs. Moredock here?

MS. MOREDOCK: I'm coming.

COMMISSION MINUTES

MAYOR EGGELETON: Okay. Mrs. Moredock will be followed by Joanne Leahy, who will be followed by Pat Sullivan, who will be followed by Chris Wren, if you could please make your way to the lectern, Mrs. Leahy or Pat Sullivan.

Thank you, ma'am, you're recognized.

MS. MOREDOCK: My name is Ann Moredock, and I live in Playland Isles Dania for 48 years. I also worked for the -- 29 years for the health department. I'm retired now. When I came here in 1960, the airport was small. Now it's very big, bigger than we need it to be. I protest to the expansion of the airport because the planes are flying very low over my house. The acid rain and the fumes are bad for my lungs. Also the water and vegetation in the area will be polluted. Also the terrible noise wakes me up at night. My house will be settling with cracks, and the value of my house will go down.

Please go to Miami International Airport and leave us alone. Also the yellow shirts are not affected by this, and if they had low-flying planes over their house, we red shirts would stand up for what -- as good Americans. Please, Commissioners, stop this expansion and have a heart for us. We're good people and we're good citizens. Think about it. It's very important. We voted for you guys in here. Thank you.

(Applause.)

MAYOR EGGELETON: Thank you.

You, sir, are?

MR. SULLIVAN: Pat Sullivan.

MAYOR EGGELETON: Pat Sullivan, yes, sir, you're recognized, sir.

Is Joanna Leahy here, first of all? She's not here.

MR. SULLIVAN: The clock's not running.

MAYOR EGGELETON: Mr. Sullivan will be followed by Chris Wren, who will be followed by Kyle Jones.

Thank you, sir. You're recognized.

MR. SULLIVAN: Thank you. Thank you, Commissioners.

I've been a resident of Broward County for 35 years, and I've lived in Melaleuca Gardens for 21 years. I'm a waterfront homeowner in there. And tonight is a little bit of a sad night. When I seen all the folks, the senior citizens in the yellow shirts walking out, I felt like they were really abused by somebody, you know, and I wish I could have spent a little bit of time with them to tell them about Melaleuca and what's going on here, and I thought it was really unfair, and then this situation that just happened with Brenda was terrible. Here we have the police like guarding each other, you know.

A young man earlier in the night had said that he's a new resident to Broward County, and he cannot believe, and he raised his voice way up, that this has been going on for so many years. Well, I've been in this fight for 20 years, and it's going to keep going on. If you want this south runway, it's a battle that's not going to be won by either side, our side or your side. It's going to continue to go on because I love my home. I just spent -- refinished, remodeling my kitchen and a roof, and why am I telling you all this? Because I have no intentions of ever leaving. I'm going to fight to the bitter end, and that's a lot of people

COMMISSION MINUTES

just like me, there's hundreds of us, you know, and if you have an alternative that you want to go to, that's what you need to go to, because this is a battle that's not going to be won. Thank you.

MAYOR EGGELETTION: Thank you, sir.

(Applause.)

MAYOR EGGELETTION: Chris Wren, is that person here?

Kyle Jones, followed by Paula Winters, followed by Pam Hurley. Those are the next three persons.
Kyle Jones, Paula Winters, Pamela -- Pam Hurley.

You, sir, are?

MR. JONES: Kyle Jones.

MAYOR EGGELETTION: Mr. Jones, you're recognized, sir.

MR. JONES: Good evening. My name is Kyle Jones and I've been a Broward County resident for my entire life. During that time I've witnessed a tremendous amount of growth in our community. So much growth in fact, that many people, including many of the speakers we have heard from tonight are advocating steps to curtail this growth. I believe this argument is a dangerous paradox for our community.

The market continuously demonstrates the general public's support for growth. When new shopping centers open, our residents fill their stores and buy their goods. When a new office building opens, our residents compete for their jobs that sustain their quality of life and our lifestyle and our community. When a new hotel opens, our residents and their visitors fill its rooms.

Our residents vote every day for growth with their feet. When you look at the anti-growth movement in our community, it has gained momentum as the gap between infrastructure spending and our growth rate has widened. It is not growth that people oppose. It is not growth that destroys our quality of life. It is the failure of government to plan for growth and invest in the infrastructure necessary to accommodate it that destroys our communities and our quality of life.

We must ask ourselves why then we allow ourselves to systematically underinvest in our infrastructure. I think the answer is evident tonight. While investment in infrastructure is clearly needed, it is difficult in individual investment decisions. They can be very painful. Tonight you are charged with making one of those painful choices. You must make a decision tonight about what is right for all of Broward County's residents, but you must do that while you stare into the eyes and listen to the words of the small minority of residents that will be disproportionately affected by this decision. I am here to remind you of the silent majority of people that demand good government and will benefit from this expansion. The silent majority –

MAYOR EGGELETTION: Thank you, sir.

Paula Winters. Is Ms. Winters not here? Pam Hurley? Is that person here? Dr. E.K. this looks like Schandl.

DR. SCHANDL: Coming.

MAYOR EGGELETTION: Followed by Tamy Migoski, Migoski followed by Lisa Pisut.

COMMISSION MINUTES

Thank you, sir, you're recognized.

DR. SCHANDL: My name is Dr. Schandl. I am a biomedical scientist and practitioner. I live in Dania Beach. My concern is with the health of the citizens around the airport. Altogether we all know that aircrafts emissions are dangerous to health. They will increase heart disease, cancer, multiple sclerosis, Parkinson's disease, and all that.

I am convinced in my intelligent mind that any addition to the already existing traffic will be deleterious not only for those who live around the airport, but for the entire environment at least for a ten-mile radius. It was shown that people who live in a five-mile radius around an airport will have an extraordinary exposure to carbon monoxide, for instance. It was studied and published in American Journal of Clinical Nutrition that carbon monoxide can cause multiple sclerosis. We see that MS is on an increase here in this area. Once even I witnessed as an expert witness in a court case in Miami where an airport traffic controller contracted multiple sclerosis and the court ruled that even though it cannot be proven that was the carbon monoxide from the jet exhaust, but it could not be ruled out.

I feel that any expansion of the traffic, existing traffic would be a malpractice, therefore, I certainly with my intelligent mind cannot support it. I also see that with my educated intelligent mind that the testimonies which were given by pilots, experienced pilots for commercial airlines, and I'm myself a private pilot, the elevation of the runway could be dangerous, actually extremely dangerous and could cause tremendous damage in life and property. That's another reason why I cannot -- I would urge the Commission not to do a malpractice situation here. Thank you very much and I appreciate the opportunity.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Ms. Tamy Migoski, is that person here? Lisa Pisut, is that person here? Okay. Followed by Dan -- this looks like Scola, followed by Raven Cohan. If you would please come toward the front of auditorium, those names that I called.

You are?

MS. PISUT: I'm Lisa Pisut.

MAYOR EGGELETTION: Yes, ma'am, you're recognized.

MS. PIRSIT: I'm a resident of Broward County since 1980. We came to paradise in the '70's and knew we had to live here. We were two generations then. Now we're four. Our residence is north of the airport, but my daughter lives in what she called a diamond in the rough in Dania.

And I think that this expansion, if you really look back the past 30 years, we've had a lot of expansions and a lot of things here, and I think that our traffic and our water have really been paying a price for it. And I think that you should say no to this expansion. You've had a lot of information tonight that maybe you haven't had before, and I do see that the special interests which I do work with people in Fort Lauderdale for quite some time and got stressed out because all we do is lose because special interest is much bigger. So, please, vote no. Thank you.

(Applause.)

MAYOR EGGELETTION: Thank you so very much, ma'am.

COMMISSION MINUTES

MR. SCOLA: Hi, my name is Dan Scola. I'm a Broward County resident. Mayor, I was at the SCC meeting and heard you speak in favor of the south runway expansion. So I know where you stand, and you've shown it by being a very heavy-handed person tonight with Ms. Chalifour.

If you would listen to what the people have been saying tonight, there is no really need for this south runway extension or any extension. However, I want to know why it's always B1B. \$230,000,000 more. I'm a taxpayer in Broward County. All these folks pay taxes. If I asked you to shell out an extra \$230,000, would you be willing to do it? Nobody else is either. Maybe Terry Stiles, maybe the friends of the airport, but I'd like an answer from you, Mayor, would you be willing to throw extra money out? I didn't think you'd answer, I really didn't.

Anyway, we have overcrowding. We have pollution. We have no water, and we want to bring more people in. Everybody has said what I have to say, what I'm really very disappointed in the way you handled this meeting, and I swear you should resign from this --

UNIDENTIFIED SPEAKER: Yeah.

(Applause.)

MR. SCOLA: And you should excuse yourself from this because you have an agenda that's already been made up because I heard you say it at the last meeting.

(Applause.)

MAYOR EGGELETON: Thank you, sir. Thank you, sir.

Raven Cohan.

MS. COHAN: I am.

MAYOR EGGELETON: Thank you, you're recognized, ma'am, followed by Ted -- it looks like Chitambar, followed by Paula Hardison, followed by Mark Cronje.

Yes, ma'am, you're recognized.

MS. COHAN: Thank you, and thank you for your ears. Thank you for not throwing most of us out into the hallway. I'm sorry about Brenda. Brenda is the messenger. Please don't kill her. She's helped a lot of people, and she taught me a lot of stuff along with a lot of these airport pilots and others who have spoken tonight. And there's a lot to be learned for all of us, and one of the things that I have here is that Hollywood, where I'm from, I say keep it quaint. Quaint is a quaint word, but what it doesn't mean is it doesn't mean that you go and you build skyscraper buildings that nobody can afford really. How many millionaires are there in this world that can afford these properties?

It doesn't mean don't flood traffic into the streets, which is going to happen if you have a bigger airport. If you keep piling money into projects, expansion, expansion, who is really going to benefit from that when people who have trailers that they're very happy with can't stay there anymore. So the thing is, quaint. It means that we can have a place that we think is our little slice of paradise, and the pockets that have been lined along the way -- I voted for Brenda Chalifour for Mayor of Hollywood. I didn't vote for Mayor Mara, who was much more polite than her tonight, and I was polite tonight too. I didn't applaud too many times and yell and scream, and I thank you for your time.

(Applause.)

COMMISSION MINUTES

MAYOR EGGELETTION: Thank you.

Ted Chitambar. Is that person here? At 2330 Waterside Drive?

Paula Hardison, is that person here, Hardison? Are they here?

Mark Conroy at 4388 Southwest 34th Lane, is that person here?

Wesley Ruggles, Jr.?

MR. RUGGLES: Here.

MAYOR EGGELETTION: Okay. Mr. Ruggles, you'll be followed by Paul Gilberry and Brian Lewis and Mark Cronje, in that order.

Mr. Ruggles, you're recognized, sir.

MR. RUGGLES: Thank you, Mr. Mayor, thank you members of the Commission. I am a Broward resident since 1992 and I visited Broward many years.

I recently bought a home in District 7 which is I think ground zero of the impact of this proposed expansion. I came here tonight to speak about my personal concerns about myself and how my property would be impacted by what's happening when this happens if it happens. But after staying here this evening, I decided that that's very selfish of me to think that way and I've chosen to say something else.

My background is that I'm an inventor with extensive experience in management of projects. I own most of the patents for Dolby stereo which most of you may have in your homes. I think the Mayor is listening to me at this point. I have patents on -- I have patents on super slow motion and instant replay. As a matter of fact, I have impacted the world with my inventions with my cleverness. The way I got there was project management, and what I've learned here this evening, it seems -- I was astonished -- that there isn't enough data input that has been analyzed directly by any members of the group and that new information is cropping up all the time. You are not obliged -- it's not your fault that you're sitting in this seat to make these decisions. You've inherited it. But I encourage you, I really encourage you that you must take pause and consider this new information because you will be held accountable. You really will be. George W. Bush started a war on bullshit.

(Applause.)

MAYOR EGGELETTION: Thank you, sir. Paul Gilberry. Is Paul Gilberry here? Paul Gilberry?

Mark Costin. Is Mark Costin here?

Is William Nelson? William Nelson is here. William will be followed by Robert Slattery, it looks like, Robert Slattery, who will be followed by Carmel Inglese. You are, sir?

MR. NELSON: Bill Nelson.

MAYOR EGGELETTION: Bill Nelson. You're recognized, sir.

MR. NELSON: I live in Melaleuca Gardens. I've been there for 18 years, and through my 18 years, I've definitely seen my quality of life deteriorate here in Broward County. The traffic, the build-out. I'm an avid diver. I see the reefs off of Fort Lauderdale used to be beautiful and I could go spear hunting

COMMISSION MINUTES

anytime I want to and now it's nothing about rubble out there and it is deteriorating here and all we have to do is just open up our eyes.

The traffic, the problems, I mean I would not want your positions whatsoever with these decisions that you make, but you have to decide on what kind of community we want to live in here, and you are very powerful people that can determine that, and I'm asking you to make the right decisions that affect all, not just red shirts, but the yellow shirts too in the long run. Okay.

Yes, there will be fast gains, monetary gains by construction, but when all that is done, we are left with the crowds of people and we're not going to be in Miami. We want to live here in a peaceful state and have a nice peaceful life. 18 years I've been held hostage in Melaleuca Gardens because of indecisions about airports. I'm tired. It's hard for me to set life's goals for myself when I have these things pending over me all the time.

I've heard interlocal agreements where if the south runway is built, they'll put me -- you'll put me in a compatible piece of property. Now I hear the favorable thing is the south runway, and it makes no sense to me whatsoever when there's other alternatives to save millions of dollars, not tear down a five-star hotel and build it in the north where hardly anyone is affected by that. It's --

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Robert Slattery, followed by Carmela Inglese, followed by Greg Hardy.

You are, sir?

MR. SLATTERY: Robert Slattery.

MAYOR EGGELETTION: Robert Slattery. You're recognized.

Just before you begin to speak, Carmela Inglese, followed by Greg Hardy, if those individuals would make their way to the front, thank you.

You're recognized, sir.

MR. SLATTERY: Thank you, Mayor, Commissioners. I have a little different thing to offer here. I'm kind of new. I'm a year and a half here in Broward County and I moved to Melaleuca Gardens, 615 Northwest 8th Street and it's a beautiful place to live. I'm a young guy and I think growth is about that. You bring new things in and you grow. I love the area. As far as everybody else that's going to be impacted, Davie, Dania east, north, south, everybody is going to be impacted by that south runway.

I look at it and it's kind of funny, because I was telling my friends the other way, I think 45 feet in the air, planes going over, trains going under, you might as well put a tent over it because it's probably going to be a circus out there. It's ridiculous. I like the area. I see families walking. That's something I want in the future for myself. Kids walking. I think a south expansion would harm the area, so kids would be affected. Families would be affected. I think those are things you should consider. So I think that plays a role in all areas around the airport, not just Melaleuca Gardens. I just think that we've got a pretty cool area out there.

As far as the airport is concerned, north, south, obviously south, I don't think is the right way to go. If you do something north, as long as it doesn't affect somebody else either, it's up to you guys. I know it's a tough decision, but I don't think you guys should do anything at all because I haven't heard not one

COMMISSION MINUTES

person complain about the airport. Delays, six minutes, nobody has even come up here, even the yellow shirts and said: Well, I've waited six minutes. That stinks. Let's expand. Thanks for your time, and goodnight.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

Camela Inglese, is that person here?

Greg Hardy, is that person here?

This looks like Raiselle Gittler. Raiselle, Gittler at 5870 Southwest 33rd Avenue. That person is not here.

Martha Carnsew. Is that person here? It looks like Carnsew.

Adrian Simon. Is that person here? Adrian? Are you here? Yeah. Thank you, sir.
Adrian will be followed by Matt McHattie, who will be followed by Janice Sorentino.

Adrian, you're recognized, sir.

MR. SIMON: Thank you, Mr. Mayor and the Commissioners, thank you for having us and actually listening to what we have to say. Some of you are listening more than others as we can tell. Hopefully we get through.

I live in Melaleuca Gardens, just like about everybody else here. Not too many yellow shirts showed up. Basically I'm a state certified appraiser and I can notice all the changes that are happening there and the lack of the ability to sell a home. The value is going down. That neighborhood should be worth millions of dollars definitely. I mean if you're going to replace anything else, you're looking at Keystone Point or the Sandstone area down in Miami or maybe even Lighthouse Point as far as proximity or anything like that.

The only thing that I can see where we can actually come to terms with both sides so far has been the north runway. A lot of people are opposed to the south. About half of the yellow shirts want the south runway for no particular reason. I didn't say I want the B1C, whatever, like that. They have no real reason to say -- they haven't really given a good answer.

The north runway is going to affect the same way that the people -- the runway that's there right now is going to take the same amount of people. So there's really no difference you have to do. It's the same industrial area you're going to be flying over. Why would you want to make another industrial area to the south? It doesn't make any sense? They haven't given a good reason. So at the end of the day, you guys need to weigh all this out and basically from all the information I've seen here today, making any other decision besides -- you can make any decision except the south runway because making the south runway would be basically just like taking a huge crap on the rest of the citizens of Broward County.

(Applause.)

MR. SIMON: So thank you for your time, and I hope you guys make the right decision.

MAYOR EGGELETTION: Thank you, sir.

COMMISSION MINUTES

Matt McHattie, is that person here? Matt McHattie.

Janice Sorrentino? Sorrentino, is that person here?

Tammy Larsen? Tammy Larsen?

Elizabeth Jeffries? Elizabeth Jeffries?

Chris Arntt, is that person here?

Lenny -- yes, ma'am, you are?

MS. LARSEN: Tammy Larsen.

MAYOR EGGELETTION: Tammy Larsen.

VICE MAYOR WEXLER: That was about six names ago.

MAYOR EGGELETTION: If you hear your name called, just yell out. The lights are in our face. We can't see you out there, believe it or not.

Mrs. Larsen, you're recognized.

MS. LARSEN: I'm opposed to the south runway expansion. First of all I was going to say because I am a resident of Melaleuca Gardens, but after hearing the testimony from the pilots, I think it's unsafe and irresponsible to expand that south runway. As others have said, I know it's a big decision and you'll just have to weigh all the facts, and perhaps the expansion is not necessary at all, looking at some of the thing that have been presented this evening. So thank you and good luck with your decision. (Applause.)

MAYOR EGGELETTION: Thank you, ma'am.

Elizabeth Jeffries. Ms. Jeffries, yes.

MS. JEFFRIES: Hi.

MAYOR EGGELETTION: Ms. Jeffries, you're recognized.

Before you begin, Mrs. Jeffries will be followed by this looks like Chris Arntt, followed by Lenny Majica, followed by Bob Carpenter, followed by Ruby Herman.

You're recognized, ma'am.

MS. JEFFRIES: Thank you, and thank you for hearing me tonight. My name is Elizabeth Jeffries. I live at 722 Northwest State Street Dania Beach which is in Melaleuca Gardens. The first thing I want to say is that the savings are significant flying into Miami. I'm using it this summer, for instance, my daughter, when she returns from camp will be returning not to Fort Lauderdale, to the airport that I live next to, but to Miami because it is less expensive. It is less expensive for my time to drive down there, the gas to drive back, and I'm not alone. I also know other people who are in a similar situation. It's less expensive to fly to Miami.

COMMISSION MINUTES

I've experienced great distress for many years over this airport. My family built this home in 1954 when the airport was essentially a military air strip. Our neighborhood has not moved as the airport has built out and expanded. They're asking you, with B1C to encroach on an already established community. You can't mitigate for a community. I've been fearful for many years believing that my home could be condemned, confiscated through eminent domain or that our neighborhood would be checker boarded as was Ravenswood. Soundproofing would result in reverse condemnation, getting around the thorny eminent domain issue. No sane person would buy a home in the environment that would we created by alternatives B1C, B5, or D2. We would be forced to sell for whatever we were offered or live with intolerable noise, pollution, and vibrations.

Of course, I'd prefer A, no action, but alternately, C1 provides us with three runways, one of which is 7,720 feet, only about half a block smaller than the 8,000 foot.

MAYOR EGGELETON: Thank you.

(Applause.)

MAYOR EGGELETON: Chris Arntt, is that person here? 610 Northeast 3rd Street.

Lenny, looks like Mujica. Is Lenny here?

MR. MUJICA: Yes.

MAYOR EGGELETON: Lenny, if you could pronounce your name correctly for me, I could appreciate it. Thank you, sir, you're recognized.

MR. MUJICA: Thank you. My name is Lenny Mujica, and I'm here to represent my family which consists of my wife Amy and my children Evan and Adeana, who are at home right now while their mommy and daddy are here to try to protect their home and their neighborhood.

I came here to say that I'm not against expansion even though I'm wearing a red shirt. I am however against reckless irresponsible expansion, and I think it would be very irresponsible, ironic actually after all of these years of discussion for the Commission to go ahead within the south runway plan which seems to be the one that's most explosive and has the most potential for negative consequences and that so many people here are speaking out against.

You know, I notice that the yellow shirts they came in and they all really seemed to be For this B1C option, and then the EIS came out I downloaded it on my computer and looked at the options and it seemed to me the north runway seemed to be the most reasonable option because it had the least impact. I'm not sure what it is that they're looking at that makes them decide that the south runway is the best option.

You know, it makes me curious about what the motives might be. Sure, if I'm -- you know, a hotel representative and maybe I'm interested in my neighborhood, Melaleuca Gardens, then, sure that might interest me. If I'm AutoNation, I might want to start up a car dealership on the corner of Federal and Griffin, then, sure, that sounds like a great option too. I'm not though.

Earlier I mentioned that I was talking about expansion, not being against expansion but being against expansion, but being against reckless expansion. I've got to be honest, as I've listened to some of the speakers here, I wonder whether expansion is necessary at all. However, if you're going to vote on some kind of expansion, it seems that the northern runways is the most reasonable option. If you choose to go with the southern option, I have to ask you what it is that you're hearing or understanding that's so different from what everybody else seems to hear here and I think it's your responsibility to explain that in detail to the people that you represent. Thank you.

COMMISSION MINUTES

(Applause.)

MAYOR EGGELETION: Thank you. Bob Carpenter.

Bob Carpenter will be followed by this looks like Rudy Herman, followed by Joe Van Eron, followed by Greg Sanders, if you could make your way to the front, I could appreciate it.

You are, sir?

MR. CARPENTER: Bob Carpenter.

MAYOR EGGELETION: Thank you, sir. You're recognized.

MR. CARPENTER: Thank you, sir.

You know, I was pleased tonight that you allowed Ms. Blightman to speak on behalf of our Vice Mayor. I think that was the right thing to do. I was then stunned when you disallowed someone represented by counsel to be heard by counsel. And I was further shocked when following the rule that you stated this commission has referenced being represented by counsel, I saw the money change hands. I don't know what she was arrested for. Maybe it was undercharging.

(Laughter.)

MR. CARPENTER: But, at any rate, by letting Ms. Blightman speak on behalf of Mr. Albert, I think you set a precedent, so there's a little hypocrisy that seems to be going on here. And I've got to wonder, are you blind or are you just not looking? Are you deaf or are you just not listening? Why did the yellow shirts leave so early? Is it because the outcome is already known or because it really doesn't matter to them that much? Did you hear 15-year-old Ms. McCluskey? I have a feeling you and we are going to hear a lot more from that young lady in the future.

(Applause.)

MR. CARPENTER: Your reaction to an impassioned assembly frankly is obscene. If you silence us here, I dare say you will hear us loud and clear on election day. And I wonder, I wonder what your reaction will be then.

The last time I spoke to the commission was at the December '03 public hearing. I said it then and I'll say it again: The studies you're relying on are bought and paid for clairvoyance. When I addressed you then, I had just bought my dream home. It's not a McMansion. It's a simple little humble home with a lifestyle that I've dreamed of my entire life. Today it's our family and neighborhood.

(Applause.)

MAYOR EGGELETION: Thank you, sir.

Rudy Herman, followed by Joe Van Eron, followed by Greg Sanders, followed by Maria Casburn. You, sir, are?

MR. HERMAN: Rudy Herman.

MAYOR EGGELETION: You're recognized, sir.

COMMISSION MINUTES

MR. HERMAN: I'm a resident of Broward County, born and raised native, 1966. I'm definitely opposed to using the Crosswind Runway. Everyone forgets about the Crosswind Runway, and I want you to look at one thing. On the back of this shirt, let me move my hair. Can you read that everybody? Can you see that?

(Applause.)

MR. HERMAN: I don't want the Commission to have -- the shirt doesn't mean nothing. All it's worth is the material that it's printed on. What we need to do is sit back, rethink what you folks are doing. Okay. You've got two people up there, wise people, Rodstrom, Commissioner Rodstrom, Mrs. Gunzburger, listen to these folks, you know, take a look at what the EIS says. Look at the impact it's going to have on these people. I've been here, my mother raised seven beautiful children in Fort Lauderdale, all my life, and I plan on raising my kids here too. Think long and hard before you folks make a decision, and that's all I've got to say. Enjoy your night.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Joe Van Eron, is that person here? Joe Van Eron, Mr. Van Eron is not here. Mr. Van Eron will be followed by Greg Sanders, is that person here?

Maria Casburn, is Mrs. Casburn here? Okay.

Yolanda looks like Gerant, is that person here?

Janet Komocsin, and looks like her son Remy Komocsin. Are they here? Thank you. Each of these two individuals will have two minutes each. They signed up separately.

Remy, okay, you want to begin first, sir?

MR. KOMOCSIN: Sure.

MAYOR EGGELETON: Thank you, sir, you're recognized.

MR. KOMOCSIN: Hi, my name is Remy and I have lived in Dania Beach for all my life. I fish in the Dania Cutoff Canal, but it will probably be not as good, but you've got to do what you've got to do. And the fumes will like probably kill all the animals, so it probably would be too loud around. The air will be bad, noise. I just don't think it's a good idea.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

Yes, ma'am, you're recognized.

MS. KOMOCSIN: Hi, my name is Janet Komocsin. I'm at 514 Northeast Third Street in Dania Beach. That's my son. I wanted him to be heard because some of the things I just can't explain to him why when we walk down the street and right across where we now fishes and we let our dogs swim in the water there that eventually we won't be able to do that if you build that high-rise runway. I just -- I've never

COMMISSION MINUTES

even could foresee something like this happening, a ramp runway up like over the highway, over the train tracks.

I recently got divorced, and I took all this investment from my home because I believe that that property will go up. You have the Jai Alai changing there. I can't see how they're going to have anybody who would even want to go there with an airport -- with the planes running right over it. You won't be able to use the pool. Why build a pool? No one will be able to sit at the pool. And I could wake up home and realize that high home is worth 50,000 instead of 400 that I think it's worth now, and all my investment and everything that I say I'm going to provide for my son will be gone, you know, just for the greed of building a bigger airport. We can make it happen. There's got to be a way of making it happen now.

And the curfew, okay, we have the 7:00 a.m. to 11:00 p.m., and that works sufficient. I know every once in a while they've got to close the runway and it's constant planes, but we'll be living like having the Air & Sea Show all the time. It won't stop, and it's not going to just affect us. It's going to affect -- what about boomers, the old Grand Prix, you know, who is going to want to ride the roller coaster? That's going to suck. Everything is just going to go downhill. There really are monkeys that live in that little mangrove section, and I see them all the time. They'll be gone, the raccoons, the fox. I have my dogs outside and so do all the other neighbors. I guess that finally shut them up or it will make them bark louder because they'll all be deaf. Thank you.

MAYOR EGGELETTION: Thank you.

(Applause.)

MAYOR EGGELETTION: Rae Sandler, followed by Randy Wright, followed by Judy Kuchta. You are, ma'am?

MS. SANDLER: Rae Sandler.

MAYOR EGGELETTION: Mrs. Sandler, you're recognized.

MS. SANDLER: Okay. First off, I want to say that the FAA did study Fort Lauderdale and Miami. They determined that Fort Lauderdale is a destination airport used primarily by the residents that live here, and Miami is used by people coming here from the South American and the Bahamian islands. So I think you have to look further at the regional approach for these airlines -- of this airport. I don't feel that we have to expand in order to bring in more tourists.

I mean 15 years ago, everyone wanted to expand the airport. The delays were going to be phenomenal. The economy was going to collapse. Maybe Mr. Stiles was going to lose his business, I don't know, but none of that has happened, and I don't foresee that happening if we do not expand.

Another thing, I'm the president of Melaleuca Gardens Homeowners' Association. We do not promote airport expansion of any kind, and it defies logic why anyone promotes the most expensive runway, the one that is deemed unsafe by pilots, and will have the greatest environmental impacts. It leads everyone to question, what is behind that? And that needs to be brought out, and I want to read this one paragraph that's in the letter from the Environmental Protection Agency. It's called fatal flaws. "Alternatives were screened in the DIS using fatal flaw scenarios which included runway intersection with I-95. It is, therefore, unclear why intersection with U.S. One and the FEC Railroad which were proposed for bridging for most B alternative --"

(Applause.)

VICE MAYOR WEXLER: Thank you.

COMMISSION MINUTES

The next speaker, Mr. Wright.

MR. WRIGHT: Yes, ma'am.

MAYOR EGGELETTION: Thank you.

VICE MAYOR WEXLER: Thank you. You have two minutes.

MR. WRIGHT: My name is Randy Wright. I live at 4391 Southwest 34th Lane in Dania Beach and I want to say that I'm emphatically against any expansion of the airport due to the social and economical impact of all the residents around the airport. Based on a rough count tonight, there's well over 20 against to 1 for, and as representatives of the people of Broward County, I don't see where you can ethically do anything except vote against the expansion.

As far as the delays as far as the delays, hey, delays are just simply poor management. They simply schedule in more planes than they can handle. So let's schedule the planes in correctly so that they can handle them.

As far as the sound study that was done, that is faulty, and if you don't believe me, then I have a spare bedroom and I invite any one of you to come and spend a couple weeks with me. I will open up my house for that. Mornings, the flights start somewhere after 5:00 o'clock. That's a nice alarm clock, except I don't like to get up until 7:00 and don't have to get up until 7:00, and they fly well into the evening up to almost 11:00 o'clock at night. So much for a goodnight's sleep.

And, oh, if you think, you know, that's because I'm in the sound study area, I'm not even in the sound study area. I'm outside of it. They seem to use some sort of an average. Averages are good when the standard deviation is close. They really need to take a second look at that sound study and see what they're doing. Lastly, if this is so economically feasible for the town, for the county and for private industry, why haven't they stepped up --

(Applause.)

VICE MAYOR WEXLER: Thank you.

The next speaker is Judy Kuchta, followed by Richard Doyer, followed by Susan Peterson. If you are here, please indicate somehow. Judy Kuchta. Richard Doyer, 4621 Southwest 42nd. Susan Peterson, Romi DiRoberto. Sir?

MR. DOYER: Hello, how are you doing?

VICE MAYOR WEXLER: Hello. Give me one second. I want to give you your full two minutes. Go ahead.

MR. DOYER: My name is Richard Doyer, and I've been residing in Dania Beach for -- since the early '90's, and I have a lot of vested interest in Dania Beach. I pay a lot in property taxes, and there's a lot of people that pay high dollars in taxes, as well as I do, and which the property value will go down, and there's a lot of people that have bought recently that I just don't see the property values keeping. And I ask you to consider what the airline or the pilots have said tonight and I would like my son to go to college. So I just wish you would consider not having the airport expansion go through, and that's about it. Thank you very much.

COMMISSION MINUTES

(Applause.)

VICE MAYOR WEXLER: Is Susan Peterson here?

Romi DiRoberto.

VICE MAYOR WEXLER: I'm sorry, you must be Susan.

MS. DIROBERTO: I'm Romi.

VICE MAYOR WEXLER: You're Romi.

MS. DIROBERTO: Yes.

VICE MAYOR WEXLER: Okay.

MS. DIROBERTO: And I'd like to say good evening.

VICE MAYOR WEXLER: Good evening.

MS. DIROBERTO: I'm Romi DiRoberto and I'd like to say good evening and thank you all for hanging in here for this long, because I know I did after a very long workday. So I'm a resident of Dania Beach.

I bought one house, and I liked it so much there that I bought another one, same street. These are my backyards, beautiful. Okay. My husband and I own over a million dollars worth of property in Broward County, two of those houses are in Dania Beach. We chose Dania Beach because it's beautiful, it's quiet. Basically it's an area where I would like to raise a family. I since had a three-month-old at home who I'm very, very sad to be away from right now, but this is an important enough reason for me to be here.

Basically I am just concerned mostly about the environmental impacts of this whole situation. The agency comments to the DEIS particularly still after this many years and this many drafts, there's still so many holes in it, and I just want to plead with you guys and plead with you over and over again that if you guys could just read it and really, really, really just see what it says and see how many holes there are and how many facts are missing out of that. Just make the right decision, you know.

Forget about the fact, oh, it's Dania Beach and this and it's going to impact us and the people that it's not going to impact. It's not just good for the environment. And I still don't understand why no one is looking at the north and it's only the south. That's another thing. I just don't understand. I asked the question before. I didn't get an answer. I know that everybody has had the same question here tonight, but if we're going to do anything, I'd say nothing at all. Thank you.

(Applause.)

VICE MAYOR WEXLER: Thank you.

The next speaker is Deborah Jones, followed by Jeff Mvharsky. Are either one of you here?

DR. JONES: Yes.

COMMISSION MINUTES

VICE MAYOR WEXLER: Okay. Someone is here. Debra Jones?

DR. JONES: Yes.

VICE MAYOR WEXLER: Thank you.

Jeff Mvharsky, good, thank you. Followed by Cori Sorzono.

You have three minutes, Deborah -- I'm sorry, no, you have two minutes, Deborah, Ms. Jones.

DR. JONES: I'm Dr. Deborah Jones. I'm a physician here in Broward County. My husband is an attorney here. We're both business owners. I've lived all over Broward County for the last 20 years. I've recently moved to Fort Lauderdale three years ago, and I wanted to thank Commissioner Rodstrom for the letter that he sent out to the Fort Lauderdale residents because that's why I'm here tonight.

With all the schooling that I've done and training that I've done to become a physician, there's one thing that can't replace all that education and all that training, and that's common sense, and you have to have common sense. And I just feel like everybody is overlooking that. I can't imagine that I would choose or not choose a destination of an airport based on a 26-minute delay. They don't have Priceline and cheap flights, their big selling point is not the quickest airport. That's not what's going on in the world. That's not what's going on in technology. People are searching for where they need to be, if they want to be in Fort Lauderdale, if they want to be in Broward County, we need to make it a great place for them to come.

We don't need to ruin the environment that they're going to come to see because they're not going to come. If there's nothing for them to see, if there's no Everglades, if there's none of this environment, they're not coming, and that's what people are looking for. I've never made a flight choice based on that, and I can't imagine that any of you had either. You go online nowadays. You go, you look where you're going on vacation, why you want to be there, and you're looking for the lowest price, and I just -- I love this area. I want to stay here, but I can't afford it if we keep spending money on ridiculous things that don't make sense. Thank you.

(Applause.)

VICE MAYOR WEXLER: Thank you, Dr. Jones.

Next speaker is Mr. Mvharsky.

MR. MVHARSKY: My name is Jeff Mvharsky. I live at 46th Terrace in Dania Beach. I'm a private pilot and licensed aircraft mechanic. I come to the table as someone who is not only a resident of Dania Beach, but someone who lives and breathes aviation.

I find it disappointing that proponents of this expansion are preying upon the fact that the average resident isn't familiar with the industry by representing expansion as a safety issue for pilots as ludicrous. Anyone in aviation understands that air traffic control manages the spacing of aircraft. It's obvious that everyone that's in favor of the south runway expansion has a monetary interest in mind and not talking about the people that have been bussed in to show power in numbers. I'm referring to those who are spearheading the expansion.

The *Sun-Sentinel* reported in March of '07 that the first time in decades there are actually more people moving out of Broward County than moving in. Unfortunately due to astronomical insurance and taxes, it's become almost unaffordable for the average person to live here. All we keep hearing is that we need this airport expansion for tourism growth to meet the demands for cruise lines which aren't even registered in the USA. And for hotels on the beaches.

COMMISSION MINUTES

The cruise industry hasn't -- has shown declining trends and projection for next year are even lower. If we're so consumed with the need to improve tourist experience, why wouldn't we be interested in traffic delays which are happening here and now. Traffic delays are a true reality not only to residents, but also the tourists. Why wouldn't be focus on improving those?

If it is decided that the count needs another runway, then build a runway north of 9 left. It makes the most sense for costs. It's 200,000,000 cheaper. It has the least amount of impact on the environment, the residents, and pollution. That would then give us four operational runways, the south runway alternative actually leaves us with only two runways at a much higher cost.

Candidly speaking, I'm not against airports. We live with it every day. Planes land over my house every day.

(Applause.)

VICE MAYOR WEXLER: Thank you.

The next speaker is Cori Solorzano, followed by Donald Martin, followed by Jay Field.

Cori.

MS. SOLORZANO: Good evening. Thank you for allowing us the time to speak. It's been a long day for you. It has also been a long day for me, but this is important enough for me to lose sleep over it. I have lost sleep over the airport expansion for 20 years. I've been in Broward County around the airport area for 20 years. It's taken that long to make a decision. Obviously there's something wrong with the data that you are presented. All I ask you is that you consider all of us residents who have paid our taxes, who have elected you guys to be in the positions that you are. It is a great decision to make, but, please make the responsible decision. Please consider the facts and please consider the residents who are here pleading and wanting to keep our quality of life. Thank you.

(Applause.)

VICE MAYOR WEXLER: Thank you.

Good evening, your name for the record, please.

MR. FIELD: It's Jay Field and I live in Dania Beach. I enjoyed seeing you come out this afternoon to the permanent noise monitors up on Melaleuca Gardens.

In 1987, our Civic Association requested those permanent noise monitors along with a noise control officer and a noise abatement committee at the Broward County Aviation Department. We were stonewalled on this until George Spofford showed up in the early 1990's. After one meeting with him, who was by far the most civilized of any Airport Director we've had, approved the noise monitors, the noise control office, and the Noise Abatement Committee.

So what you really should have gone to -- if you wanted to hear the noise today was to go out to Southwest 30th Avenue and listened to the airplanes taking off to the west. Then you would see what's going to happen out west if you go ahead and approve the south runway, because make no mistake about it, folks, if you approve this runway you are going to devastate, destroy and butcher the residential areas around the airport down there. Make no mistake about, it's going to be devastating.

COMMISSION MINUTES

And also you're going to rape John Lloyd Park worse than it's even raped now by having airplanes fly over the south side of it.

As far as the newspapers go supporting the project, I don't know if you remember many years ago the *Miami Herald* wanted to support the development of Elliott Key. Well, finally the environmentalists got into it. Elliott Key has been preserved in a natural area and protected for generations to come. And here the *Miami Herald* finally came back and said we made a mistake and it's a mistake to go forward with this, the devastation, the butchering of neighborhoods, the disruption of lives is not necessary. Please do not expand this airport. Thank you.

(Applause.)

VICE MAYOR WEXLER: Thank you, Mr. Field.

Did we determine if Donald Martin is here? Okay.

George Morgan.

Then I have a card filled out with just the name Joseph, 1313 Dania Beach. Anybody?

MR. MORGAN: I'm George Morgan, and I'm here tonight as a spokesman for both the Broward Workshop as well as a board member of the SFRTA.

The SFRTA as most people know is charged with planning for our mass transit needs today and well into the future. The County Commission is responsible for planning our infrastructure in the exact same manner. The airport is a critical component of that infrastructure. The expansion has been debated and studied for over 20 years. It's incredulous to me that we still believe that these reports are as flawed as people think because it's 20 years of wasted effort. If that's really the case and I don't think that the County Commission would have hired or the FAA would have hired consultants that are that flawed.

But in addition, both Dania Beach and Hollywood or rather both Dania and Hollywood through interlocal agreements approved the expansion of the airport, the south runway as a 9,000 foot runway several years ago for contributions to their infrastructures, the infrastructures of those cities. This is not coming as an uninformed decision after 20 years of debate. It would be irresponsible for the Commission to not act in the best interest of the entire county. The economic vitality and quality of life for its residents demands it.

Mitigation for those directly affected by the B1C runway expansion is necessary and will be done as it has been done in countless communities across the country. The County Commission can assure that this mitigation is substantial and fair.

(Applause.)

MAYOR EGGELETON: Thank you, sir.

The next speakers are Alexandra Bloir, Alan Levy, Tiffany Adams, in that order. Are those persons here? Alexandra, the address is 3061 Southwest 47th Street, looks like. Not here. Is that person here? Not here.

COMMISSION MINUTES

Alan Levy. Mr. Levy will be followed by Tiffany Adams, who will be followed by Bernadette Norris-Weeks.

Mr. Levy, you're recognized.

MR. LEVY: Mayor and members of the Commission, thank you for the opportunity to speak before you. It's been a long evening, so I won't take much time, but I will say this to you, that I know that this is a difficult decision and a difficult place to be in your seat.

But there are 31 cities in Broward County and I think we've got to consider all of Broward County in this decision. I absolutely would tell you that I, as a person that cares and has a very special interest in Broward County, if that makes me a special interest person, I guess I am a special interest person, but I will tell you that I feel that when the FAA brought in the consultants that they brought in, and I was able to attend that conference and we were able to testify before them as citizens, and I was so impressed with the consultants that they brought in because they had no ax to grind. They weren't on one side or they weren't on the other.

But the one thing that they impressed us the most with, when they said the worst thing you can do is nothing. That's the worst. So we are now living with the worst situation. The issues that have been presented here tonight indicate that these people that live in Melaleuca Gardens are going to be displaced from their homes. I don't think anybody ever proposed that those homes would be torn down and certainly in the latest --

UNIDENTIFIED SPEAKER: Yes, they did.

MR. LEVY: In the latest report, there is nothing that indicates that. Now will the quality of life be different? I don't know. But I will tell you, I will tell you that we all judge things. I spent my life in Broward County. I've been here for 65 years, and I will tell you I went to school here. I went to school at Naval Air, when Naval Air was those paper buildings that were left from the war, and this was --

(Applause.)

MAYOR EGGELETTION: Thank you, sir. Tiffany Adams, Tiffany Adams.

Bernadette Norris-Weeks, Bernadette Norris-Weeks.

John DiPoberato. This person lives at 4520 Southwest 42nd Terrace. Are they here? Yes, sir, I see you coming up. And -- thank you, sir. And if you could pronounce your name when you get to the microphone.

This person will be followed by George, this looks like Cavros, Cavros. Could you pronounce your name for us, sir?

MR. DIROBERTO: John DiRoberto.

MAYOR EGGELETTION: DiRoberto.

MR. DIROBERTO: You spoke to my lovely wife who was just up here.

MAYOR EGGELETTION: You are recognized.

COMMISSION MINUTES

MR. DIROBERTO: Hello, everybody. Do you see my shirt? It says heart. That's what we all need in this situation. You know, this is pretty much, what I could figure out, pretty brainless, who is going to built an airport over Federal Highway. Federal Highway will be shut for how long? Two years, three years. Construction, you know about pre-construction, airport, it will be three years, it means about six years. One billion, about 3,000,000,000. It's pretty simple.

As far as Mr. Stiles and the Huizengas, of course, they want this done. Stiles is building it. That's his retirement plan. We have another billion. Why not. Mr. Huizenga. He's in charge of all the shit. He wants it all. The electrical contractors and as far as having more workers here, they're all immigrants, Mexicans, and most of them are on drugs and alcohol. Do we need more people here on alcohol and drugs building our airport? I don't know. Is this better for Broward County? I don't know.

You know, I go to John Lloyd. I grew up surfing here. I was born and raised here. I go down Federal Highway all the time. John Lloyd State Park is going to be done, devastated. It's going to be a whole total nightmare. You guys heard from pilots yourselves. Pilots I don't know if any of you guys are pilots. I guess not. You heard. There's no yellow pilots. This is great: I love landing here. They said: This sucks. We do not want to land here. Very dangerous. Who want a plane going Federal Highway?

The other gentleman made a great point, what about a broke down U-Haul with a bunch of dot heads driving it? Oh, boy, God forbid that. We are going to have some real problems. We have to look out for everything, the airport and everything, guys, ourselves, the community. It's Broward County. I'm sorry, okay, hold on, my friends who lives in Miami, they don't fly to Miami because they say Miami sucks. It's too crowded. They fly right here, Fort Lauderdale. They said Miami is a nightmare. Broward County, Fort Lauderdale is where they like to land. Thank you, guys.

(Applause.)

MAYOR EGGELETTION: Thank you, sir.

George Cavros. George Cavros. Is that person here? Mr. Cavros was the last speaker of the evening, ladies and gentlemen.

(Applause.)

MAYOR EGGELETTION: First of all, let me thank everybody for your patience, and sitting through what is obviously a very long evening. None of the decisions that we make here tonight will be easy decisions. They're all very difficult decisions. They're decisions that I can tell you that every member of this board take very seriously.

We understand the impacts, and contrary to popular belief, I don't think any mind on this board is made up here tonight. We all are listening to you. We value your comments. Obviously if we did not, we would not have sat here and listened to them. And I can appreciate those of you that respected others who were speaking, and we understand that these are emotional issues for you because we're talking about your lifestyle, where you live, where you work, where you play, and where you raise your children. We also understand that very, very well. And so we respect you a great deal.

And I just want to extend to all of you the fact that this Commission truly are listening to what you have to say and all of these things will be taken under consideration as we deliberate.

It is clearly my intent tonight for us to reach some sort of decision, be it any of the alternatives or to do nothing. Fact is, is that we must do something. The item has been in front of us far too long for us not to do anything. My only personal belief is I think it would be irresponsible for us to walk out of here without

COMMISSION MINUTES

letting the residents of Broward County know exactly what will be the future of Fort Lauderdale International Hollywood Airport.

Having said that, I'm going to recognize members on the dais now to begin to deliberate so that we can come to some sort of conclusion.

Commissioner Rodstrom, I saw your hand. You're recognized, sir.

COMMISSIONER RODSTROM: Mayor, let me be the first one to be irresponsible. You know, I could talk about the environment, and obviously it impacts the environment. I could talk about the harm it's going to do to the residents that I represent. I'm not going to talk about that. I'm going to talk about being irresponsible.

You know, back in 2003 we all sat here and we made a motion, and the motion that we made was that we would do a master plan and we would do an nvironmental impact study, and we would make a determination regarding different runway alternatives. That's what this commission voted to do.

So here I am a number of years later – and also was promised an economic feasibility study, and here I am a number of years later, and I have an EIS in front of me. I have a master plan that's going to come some time in December, and yet back in 2005 -- I've got the notes, these were supposed to be simultaneous deliveries. We were supposed to have both at the same time. That's what the Commission always asked for, and somehow they were “de-linked.” So what you're asking me to do is you're asking me to make a decision without the benefit of my consultants. Now you have to understand, I don't have my consultants here tonight, do I? Landrum & Brown is here, right?

MAYOR EGGELETTION: Ms. Brangaccio?

COMMISSIONER RODSTROM: Landrum & Brown is not my consultant. Who pays Landrum & Brown?

MS. BRANGACCIO: Jacobs Consulting is here.

COMMISSIONER RODSTROM: Jacobs Consulting is here.

MS. BRANGACCIO: Yes, sir.

COMMISSIONER RODSTROM: Have they done cost estimates on the runway? Have they done cost estimates on the terminals? Have they done cost estimates on the airport expansion?

MS. BRANGACCIO: We can tell you once in the –

MAYOR EGGELETTION: Ms. Brangaccio, please turn your mike on.

MS. BRANGACCIO: I did. It's on. We can tell you what is in the capital plan that was originally adopted by the Board, that's the capital plan that Jacobs workshopped with the board on March 27th this year. Right now for runway project you've got 700,000,000 in terms of your project cost, noise mitigation program, you've got 270,000,000.

COMMISSIONER RODSTROM: Okay. Are they here?

MS. BRANGACCIO: Yes, sir. There was a representative. Absolutely. Yes, sir.

COMMISSION MINUTES

COMMISSIONER RODSTROM: Where are they?

MAYOR EGGELETTION: Commissioner, you want someone from Jacobs Consulting?

COMMISSIONER RODSTROM: Yes, please, our consultants.

MAYOR EGGELETTION: Is there someone here from Jacobs Consulting?

COMMISSIONER RODSTROM: Of course not. You see, here's what's amazing to me, because if you read the FAA, the EIS document -- and if they're here, I'll give them a chance to speak in a moment -- but if you read this document, what the FAA's role is in this process, is their role is to build runways. They say they are charged with assuring that airport construction improvement projects that increase the capacity of facilities to accommodate passenger and cargo traffic be undertaken to the maximum feasible extent so that safety and efficiency increase and delays decrease. That's why they're here, and so it's no wonder that Landrum & Brown has worked with them all these years and come up with all these studies that are frankly flawed, big time flawed.

And frankly, if I had known, if I had ever known that their studies were this off and this inaccurate, I would have never, ever, voted to hire them, but I never knew that until tonight. That's the first time I ever realized that we hired folks that in my opinion are so far off the mark in what they've given us that I don't trust what they've given us. And I've said the model was flawed and if you look it's the same model in each and every case that was shown tonight. It's a two percent increase, a three percent increase, and it goes out into infinity, and, of course, it never works the way the consultants say it's going to work.

What we have here, we have at least a billion dollar runway expansion without the mitigation. We've got 700,000 -- excuse me, \$700,000,000 for the longest runway in 2006 dollars. We're going to build this thing by maybe 2011. We'll start construction on it. By that time it will be \$850,000,000, and that's not considering the \$150,000,000 that the Delta Airline people told me. It costs 300,000,000 more to build the elevated runway than it does a runway that's at ground level. So I've got to figure a runway is going to cost a billion dollars. So my question is, what's a billion dollar debt service?

MAYOR EGGELETTION: Ms. Brangaccio, first of all, let me try and answer the Commissioner's first question, and I think if those persons are here, we could follow through with some of the questions that the Commissioner has to have answered.

We need to know whether or not if there's anyone here tonight from Jacobs Consultants.

MS. HENRY: Yes, there is a representative from Jacobs Consultancy, but the question is -- I mean there are different arms of Jacobs Consultancy, so we really need to know what are the questions here.

MAYOR EGGELETTION: Is there anyone here --

COMMISSIONER RODSTROM: I'd like to know about --

MAYOR EGGELETTION: Excuse me, Commissioner. Is there anyone here who can address Commissioner Rodstrom's question with respect to the cost that he asked earlier?

MS. HENRY: Can you, Eric? I can't hear you. I can't see.

MAYOR EGGELETTION: Can you rephrase the question, sir.

COMMISSIONER RODSTROM: My question is, if we build the runway and we do all the airport expansion, the Terminal 4, and add the additional gates, and do the garage improvements and all that, in your mind, what's that going to come to?

COMMISSION MINUTES

MR. BERNHARDT: I don't have that answer for you, Commissioner, I'm sorry.

COMMISSIONER RODSTROM: Okay. And what --

MAYOR EGGELETON: First of all, please state your name for the record.

MR. BERNHARDT: My name is Eric Bernhardt. I'm the Project Manager in the Part 150 Study. And we have been working with you on developing your mitigation policy. This question you're asking is very vast, and I just don't have all the answers with me to address that.

COMMISSIONER RODSTROM: And see, here's my problem, because you don't just build a runway without building gates. I mean, if this is an exercise in building -- this is really in my mind, it's a whole airport improvement process. It's a runway. It's gates. It's everything, and so we're not going to spend a billion dollars without building some additional gates. I mean that's not what's happening here.

And so you have to understand that when you pull that trigger, whatever the runway solution you pick, and you pull that trigger that it starts in motion all the other things that go with it. And my guess is that it's somewhere in the neighborhood of 2, 2 and one-half billion dollars. I don't know what it is, but it's a lot of money.

And what I have a problem with is I don't have a handle on what the cost per enplaned passenger is going to be. And the reason I think that's significant is because, for example, in the case of Southwest Airlines, Southwest Airlines is a low cost carrier, their average cost per enplaned passenger, and the airports they service is about \$5. That's what we are today, five and a quarter. But after we spend \$2 billion, my guess is we'll be closer to \$20. And according to them, six minute delays they don't like. Ten minute delays are hurtful, but \$15 cost per enplaned passengers, they're dead, they're out of here, they're gone. So you lose your discount airlines at the cost per enplaned passenger at \$15.

So, you know, yeah, I want to make a decision, I really do, but I want to have all the facts in front of me to make a decision because somewhere, somehow, somebody thought to "de-link" "de-link" all the financial information to be presented to this board, which I thought for years I would have the night that I would have to make this decision. And I've got to tell you, I think it's damn wrong, and I think it's a disservice to us because -- no, please. Please. You know, we'll be criticized for not making a decision, but I think you will be greater criticized by making a decision without the financial information to back up that decision. And, frankly, I just don't -- I just can't -- I'm shocked. I'm shocked that my staff would put me in a position to force me to take make a decision without giving me the information to make that decision. I really don't understand how you could put me in that position. I really don't understand how you could do that to me.

Mayor, I'll speak again later, but that's all I have to say right now. Thank you.

MAYOR EGGELETON: Thank you, Commissioner.

I just want to -- well, I guess you will ask that question probably, Vice-mayor Wexler.

VICE MAYOR WEXLER: No, I'm not going to comment.

MAYOR EGGELETON: Well, let me just try to help then, because I think Commissioner Rodstrom asks a very pertinent and important question, but here's what I want to know. Some time ago, we were given a summary of cost benefit analysis for various projects with respect to the draft EIS, and this came

COMMISSION MINUTES

to us on march 30th, 2007. In that, all of the alternatives were laid out, the no action was Item A, and it went all the way down, B1, B1B, B1C, B4, B4, Lower Case, b5, C1C, D1, And D2. What I need to know is, are these total cost numbers accurate, Ms. Brangaccio, and if so, can you quantify those numbers for us because they take us out in a comparative analysis of the benefit and the cost ratio to Year 2030. They range anywhere from 688,000,000 to a billion 200,000,000. Are those numbers accurate?

MS. BRANGACCIO: Yes. A billion one. These numbers are actually in the draft eis as you all are aware. So Landrum and Brown Prepared these numbers.

Commissioner Rodstrom, you answered exactly your own question, and you're right, the 15 to \$25 figure is what was presented to the Board if we pursue the capital program in terms of the \$700,000,000 runway and the \$200,000,000 in mitigation costs. So that's the information that was presented to the Board in march. That is clearly on the table in terms of the funding for this, as you move forward.

The summary of analysis, Landrum & Brown is here and they can address how they got to these numbers. You are also correct that the alternatives are in 2006 dollars, and they explain that when we had the workshop with the Board.

I would note too, there were some questions from our staff, I think the audience alluded to that earlier, in terms of the total cost both on -- there were a number of questions today on the C1 option. A number of folks have said, well, gosh, that's only 462,000,000. Well, for example, what's not in that cost are the leases and the relocation of the businesses that if you drive along the perimeter road, you can see everything from the fuel farm on around, that's actually located. So when you asked us about the cost, and I'm sure Landrum & Brown can go through each of these. There is no cost, for example, we know in terms of the mitigation program. We've talked about the safety zone and the concern on the purchase of the Hilton, for example. I think it's the Hilton now rather than a Wyndham. Those mitigation numbers we know again were not included in that cost.

So there's no doubt that as the FAA goes through their analysis of both the questions from your staff, the public, the various agencies, the municipalities, all of those questions are to be addressed when the final EIS comes out. That's part of the process, when you get to your record, your notice of decision, you're going to have hopefully responses because that's the way the process is laid out from the FAA. But I would ask specifically on the total cost question those costs were prepared by Landrum & Brown under contract.

COMMISSIONER RODSTROM: Not our consultant, they were prepared by the FAA's consultant, not our consultant. Our consultant is not here, and our consultant is not in a position to comment on those numbers?

MS. BRANGACCIO: Our consultant is here.

COMMISSIONER RODSTROM: Our consultant said he couldn't answer anything regarding the cost, that he was doing the part 150.

MS. BRANGACCIO: He did not prepare, that's true. He did not prepare these cost figures, but I think landrum brown could respond to your questions on those costs.

MAYOR EGGELETON: What's your pleasure, Commissioner?

COMMISSIONER RODSTROM: Let me read you a memo. This is from Greg Meyer (phonetic) five days ago. He was asked by Scott Wyman to comment about the project cost for the enplaned passenger using the preferred runway alternative as outlined in the FAA draft EIS. "I explained the projected CPE for the preferred runway alternative is a difficult figure to identify until the

COMMISSION MINUTES

runway alternative is chosen. A mitigation plan is identified and a terminal development plan is established." in short, there is no number. That's what was told to the *Sun-Sentinel*.

My pleasure is that we have the numbers, that we demand nothing less than a full accountability of all the numbers, because as I said before, once you make the decision for the runway, you make the decision for the whole "shooting match." there is no part decision. You don't get half pregnant in this deal. You get 100 percent in the deal and everything else follows, and you've got to know all the numbers. And when you do know all the numbers, then you will decide the future for this airport. You'll decide whether you're going to be a low cost destination airport, or you're going to decide whether you're going to be an international airport, or you're going to decide whether you have discount airlines here or whether you're going to have the legacy airlines here. You will make that determination by virtue of the fact by of what your cost per enplaned passenger is going to be.

Because let me tell you, the low cost model does not revolve around a high cost airport. So Southwest Airlines will never be at MIA, because it's going to be \$48 per enplaned passenger. They will never be there. They will be in Palm Beach. And if you raise the cost per enplaned passenger too high here, here, there will never be a flight to Orlando, they'll never be a flight to Tampa, they'll never be a flight to Jacksonville, they will move out of here and then you will have flights to south America and flights to Europe. And that's fine. But I think you ought to know what you're going to get, and what it's going to look like, and we ought to have a real good discussion on what we want the future of this airport to look like. And how it's going to develop.

MAYOR EGGELETON: Thank you, Commissioner.

I just need to have one question answered. Mrs. Brangaccio, it's your pleasure here who you may call to answer the question, whether it be one of our consultants or whatever. And that is, I believe the numbers in the cost benefit analysis that have been done; do those numbers take under consideration inflation, and if so out to how far, and will those numbers take under consideration, are those numbers valid for construction that is anticipated, I believe, somewhere around '08 or '09? I just want to know.

MS. BRANGACCIO: '09. I think it would be good if we had Landrum Brown answer that on the record, Mayor. Definitely.

MAYOR EGGELETON: Is someone from Landrum Brown here?

MS. BRANGACCIO: Yes. Definitely. They are here.

MAYOR EGGELETON: Would someone from Landrum Brown -- Would you please state your name for the record. The question to you, sir, is based on the numbers that we see and the cost benefit ratio that has been provided for the various alternatives that have been proposed for the airport, can you please let us know whether or not those numbers are only valid today in '06 or whether or not they take into consideration increase in construction cost that will occur at the time of the start of the runway?

MR. PERRYMAN: Thank you, Mayor. Mark Perryman, Landrum & Brown.

A couple points of clarification relative to the costs. First, the unit costs were derived in consultation with BCAD staff, using other county consultants including URS, and U.S. Cost, who was in the process of doing a lot of your program work at the time. So we consulted with them to make sure that we had the latest cost figures that were relevant to South Florida. It is our understanding that there was an escalation for inflation anticipated for construction starting in '09. So that was based into the unit cost, the unit cost for yard, for concrete, asphalt, or whatever the unit was. Then what we did was apply those unit costs to the varying quantities as it resulted from each of the alternatives, B1, B4, B5, C1. So as the quantities changed in fill, concrete, and all of those various elements, the cost changed, but the unit costs were the

COMMISSION MINUTES

same regardless of the alternative that we looked at. So we wanted to make sure we had that. And, yes, it was our understanding that it is inflated for up to 2009 construction anticipated start.

Relative to some of the other comments that have been raised or questions that have been raised about the costs, the terminal costs -- the costs that are in the EIS are for runways. They are for when facilities are to be displaced such as in C1, and in the D Alternatives. It does include a very substantial amount for those facility relocations and reconstructions. That was not omitted.

It does include a factor of \$40,000,000 for the Wyndham Hotel or now Hilton Hotel, when that would be displaced in all or in part. So those costs are included in here; and in the B4 and D2 alternatives because Terminal 4 would be impacted as a result of the runway construction, that terminal replacement is now eligible for federal assistance through AIP. Unlike normal terminal expansion is not. You can use your PFC's, and you can use some discretionary money for ramp construction, but terminals typically are not eligible for the airport improvement program funding. So we did include a \$300,000,000 factor for Terminal 4 reconstruction, because in a couple of those alternatives they would be impacting to your terminal conflicts, and, therefore, eligible.

So I hope that clarifies a few of the cost questions that have come up. The only thing that has not been included to our knowledge in the costs has been mitigation, and that -- I believe I have been clear on in every presentation that I have given; until the Part 150 comes back and the Commission agrees on what the mitigation parameters are, it's hard for us to put a dollar factor on that. We have can give you a range based on a number of homes to be sound insulated, but if you change your policy to another program, I can't think ahead of what that policy might be. So at this point we've left mitigation costs out of this cost factor.

The net benefits analysis is all consistent across all alternatives. So when you see the various ratios, they are consistent with one another. These are not and should not be construed as the final definitive construction costs. These are estimates based on the level of design and analysis that's been done as part of this EIS, not the final construction drawings and final specifications. We have, for instance, on the fill, there's two options that vary in cost. Whether you truck it in, or train fill in from another location, or whether you slurry it across through some dredging project with the port. There's a varying cost there that we have factored in, and depending on which way you would go. We took the higher one when we were doing our analysis. So we really were very conservative in our numbers to make sure we were adding as much cost into the cost side of the equation so that we could have a good understanding of would it pass FAA's requirement of a minimum of a one-to-one benefit cost ratio. And that was really the purpose of our cost analysis for the EIS.

Relative to the cost per enplaned passengers, that is subject to your financial model that you have for this airport on your rates and charges, and all of those functions. We do not have access to that model. That would be something that you would need to engage your financial consultant to help you with that.

MAYOR EGGELETON: In that particular case, Mrs. Brangaccio, the financial consultant, I'm assuming in this particular case, is Jacobs Consultancy?

MS. BRANGACCIO: Yes, sir. And that was the presentation that went to the Board March 27th that outlined our current rates and what we could expect. It also outlined the percentages, and we've got extra copies of that if any of the Board Members need it tonight in relationship to both our regional airports, in terms of Miami, palm beach, our competitors, what we're seeing there in terms of their expansion dollars too. So we do have that information with us.

MAYOR EGGELETON: Thank you very much. Before I go to another member on the dais, Ms. Brangaccio, I have to say that I'm somewhat disappointed that Jacobs Consultancy are not here tonight, and I have to express that to you publicly. They should have been here to answer those particular

COMMISSION MINUTES

questions, not just on the Part 150 Study, but on all parts of the airport cost structure, and I'm rather disappointed that they are not here.

Other members on the dais that wish to speak to the agenda item?

Vice Mayor Wexler, you're recognized.

VICE MAYOR WEXLER: Thank you, Mayor.

Where to begin? I happen to be one of the Commissioners that has never visited this item before; there are three of us up here that have never voted on an airport expansion. I believe in December '03 there was some type of a direction that was done, and then this study and two other studies were and still are in the progress of being completed.

As I've gone through the reams, and reams, and reams of information, it seems extremely -- it is extremely important for me that we -- I act reasonable, and in making the determination of reasonableness -- and a couple of speakers this evening made reference to that -- I think that it's important to look at what do I want to see, what would I like to see Broward County be, how do I balance well-being of a community that from a 2003 vote would significantly be impacted: how do we balance that?

And I think that at least for me there's a couple of things that I know I'm not going to support this evening, and I'm not quite sure, I want to hear debate amongst my colleagues. I will share with you all what I'm not going to support this evening, and what I'm not going to support this evening is doing nothing. I don't think that's an option for me. The B1B alternative is not an option for me, and the B1C alternative is not an option for me, and I'm going to tell you why. It's not an option for me because I don't think -- and I had the pleasure of meeting the Tower Director a couple of times. Mr. Berlucchi sent to staff, dated May 10, an opinion, an opinion of what he believed, and the air traffic controllers believed, were significant liabilities with alternative B1C or a runway 44 feet in the air. And I'm not -- I hope that everybody has a copy of this. If not, that's really too bad, really, and I hope you have an ability tonight to make some copies for my colleagues. This was laid out that the lack of taxiway support with increased operations in gates will create various delays.

COMMISSIONER GUNZBURGER: May 10th one?

VICE MAYOR WEXLER: Right? May 10th one, right.

Mayor, you have a copy of this?

MAYOR EGGELETON: Yes, I've seen a copy of this.

VICE MAYOR WEXLER: For me, it's compelling, compelling to hear from -- if we respect airline pilots and their opinions, I certainly respect the opinion of who runs our towers, and I have to listen. I would be a fool if I didn't listen to their opinion, and I am going to listen to their opinion this evening, absolutely. And for me, I would like to find, I'd like to make a decision this evening if it's at all possible, and I'd like to find an alternative that -- and I had shared with you all at our last workshop that based on the study and that -- that Landrum & Brown did in one particular analysis, that was the runway length analysis, Item D.3, the recommended runway length regarding the 80 percent of the time and 90 percent of the time, and that the 6,000 foot runway would at least take us through a certain period of time. I very much would like to see a runway on ground level. I think that a runway on ground level would continue to not exacerbate the living conditions that particularly the folks at Melaleuca Isles have endured for all these years --

COMMISSION MINUTES

COMMISSIONER RODSTROM: Can I just -- apparently Comcast has shut this Meeting off.

MAYOR EGGELETION: Yes, it was -- excuse me, Vice Mayor, I apologize, but it was well publicized with Comcast that they could not carry this meeting beyond 12:00 Midnight. Thank you.

VICE MAYOR WEXLER: Does that mean that we could lower these lights just a little bit? Oh, so much less pain. Thank you. Thank you.

So -- is that what all that noise was about back here regarding -- it sounded like there was a speaker that was going out.

As I'm trying to come to some type of terms as to what would be a reasonable way to proceed here, a 6,000-foot solution is something that I think is a short-term, and I say, short-term. Then I say, why would anyone want to go through this again, why would any Commissioners in the future ever want to endure -- when 12 to 14 years that you've been going through this -- we should never do this to anyone ever again.

And so I will tell you that this evening I'm leaning towards the D2 alternative which would be done in phases of a 6,000 foot solution first, and then a north parallel runway. It is certainly the solution, that at least one if not two of the airlines are supporting. We've gotten correspondence to that. It is the solution that the tower is supporting.

I'd like to ask a couple of questions though, Mr. Mayor, regarding that. And I want to ask an environmental question. The question is directed towards the D2 alternative.

MAYOR EGGELETION: Who would you like to address the question to?

VICE MAYOR WEXLER: I don't know if it's Landrum & Brown or if it's the FAA or -- they are here this evening.

MAYOR EGGELETION: Both are here, both the FAA and Landrum & Brown.

MS. BRANGACCIO: They are both here.

VICE MAYOR WEXLER: Well, let me ask the environmental question and then possibly to hear from both of them.

MAYOR EGGELETION: Okay.

VICE MAYOR WEXLER: The environmental question we've heard about impact. We've heard from the community. We've heard from Commissioners. We've read the study, allegation of flaw in this study, and not thoroughly answered. I would like to know your opinion, FAA, your opinion, Landrum & Brown, which would be less of an environmental impact, the B1B or B1C, which is the airport sponsors proposed project, or the D2 alternative? That would be the first question.

MAYOR EGGELETION: Why don't both -- we have two lecterns up here. Why don't each of you go to one or the other. Both mikes are on. One can go to one. One can go to the other. I'm assuming you're asking the first question of the FAA.

VICE MAYOR WEXLER: Yes, sir.

MAYOR EGGELETION: And Landrum & Brown to respond to that if you so desire?

VICE MAYOR WEXLER: That's correct.

COMMISSION MINUTES

MAYOR EGGELETTION: Please identify yourself for the record. I think she's asking a question of the FAA.

VICE MAYOR WEXLER: I would prefer the FAA first to answer it, and I would expect that if Landrum & Brown disagrees with the response that -- or wishes to enhance the response, that then they would feel they'd like to.

MR. PERRYMAN: Just a clarification, of the two alternatives you just mentioned, B1B, B1C?

VICE MAYOR WEXLER: B1B, B1C are both 8,000 feet. They're both 44 feet in the ground over U.S. 1, over the railroad tracks into the mangrove. The alternative D2 is the 6,000 foot south, and the 7,000 and change north.

MR. CHAPMAN: I'm Rusty Chapman, manager of the airport's division for FAA's Southern Region. The information we show on those alternatives, B1B, or excuse me -- yeah, B1B and B1C, long-term impacts show approximately a thousand residences to be added or impacted by noise, by the 65 DNL. Again, that was a thousand. The D2 alternative would impact approximately 300 residents. So the D2 would be less than the B1 alternatives.

VICE MAYOR WEXLER: How about environmental impact? Is that what you're deeming environmental, the actual mitigation for homes?

MR. CHAPMAN: I'm addressing the noise, the noise impacts of residents and I understood that's what the question was. Are you talking about other environmental impacts?

MAYOR EGGELETTION: The question was environmental impacts.

VICE MAYOR WEXLER: Right.

MR. CHAPMAN: Why don't you expand on that?

MR. PERRYMAN: Commissioner, if I may expand on that. Mark Perryman, Landrum Brown. There are 26 some odd factors that we evaluated relative to the environment. Noise, which is the impact on people is of course one of the paramount issues that the FAA considers, and that's why I think Mr. Chapman is starting there with saying that the D2 would have less impacts to residential units long-term, 2020 time horizon, than would the B1B, B1C.

In addition, other impacts relative to wetlands and mangroves, they're equal because of the relative impacts on the ground are fairly similar in that manner. There is some slight differentials, but they're generally otherwise equal in those impacts.

As I believe I said the last time I presented before the commission, once you made the decision to stop at Northeast 7th Avenue, you really contained the extent of the impacts to wetlands, mangroves, and habitat. By doing that, you're dealing with drainages and flooded areas on the airport that we still are working within the Corps of Engineers to determine final wetland numbers, but they're all generally in the 15 acre range, and the mangrove impacts would be less in D2 because of the right lane not extending out into the mangrove.

VICE MAYOR WEXLER: Well, I would think by just looking at the diagram, and I'm not crossing over into -- across U.S. 1 that it would be a little less than staying on current airport property.

MR. PERRYMAN: Correct. And also in the D2, the Wyndham/Hilton Hotel issue pretty much -- is all but gone, because it's no longer within the direct center line approach of the airport.

COMMISSION MINUTES

VICE MAYOR WEXLER: And I guess if for me -- if for me the question is -- the answer is I don't want to do nothing. I want to do something, because I do consider our airport an economic engine of our community, of the region, both in the cargo and the carrier. And having said that, I guess I have to wonder why there was such -- why the sponsors, B1C, alternative was the focus, and how we got there. And quite a few people this evening asked that same question. And I don't know. I honestly don't know. And the only thing that I can come up with is, well, on the north end of the runway, there are businesses, and certainly moving of those businesses would entail a cost. However, from what I've been able to find, the majority of cost -- maybe that's -- I shouldn't make a statement. Let me ask a question. How would those costs be mitigated for moving those businesses on the north side of runway?

MAYOR EGGELETTION: Who are you asking the question of?

VICE MAYOR WEXLER: Mr. FAA.

MR. CHAPMAN: Are you asking how would it be paid for?

VICE MAYOR WEXLER: Well, I'm asking, would you pay for?

MR. CHAPMAN: Those would be eligible costs for federal grants related to the runway construction. Most new runways have a wide range of financial pieces to it, some of which are federal grants. So the federal grants would go so far. I'm not saying it could pay for all relocation of the tenants, plus all the runway construction, but the tenant relocation would certainly be an eligible cost to have federal grants help with that.

VICE MAYOR WEXLER: Okay. I want to hear from other Commissioners as to your thoughts and your positions, and how you're doing wherever it is that you get this evening. Thank you.

MAYOR EGGELETTION: Thank you. Any other Commissioner wishing to speak?

Commissioner Lieberman, you're recognized.

COMMISSIONER LIEBERMAN: I'd like to have Mr. Perryman come back for a minute.

MAYOR EGGELETTION: Mr. Perryman, you're being summoned back to the lectern, sir.

MR. PERRYMAN: Yes, sir.

COMMISSIONER LIEBERMAN: Hi, Mr. Perryman. I'm not sure I heard you correctly earlier, and I want to make sure. When you were asked a question about the C1 option, you had said that relocation was considered in that cost estimate. I'm looking at page 4-50 of the draft EIS under section 4-35, and the third paragraph under 4-35 says, "This analysis identified a shortfall of nearly 40 acres of vacant airport property for those tenants requiring air side access. This replacement in-kind is assumed for all tenant facilities; however, off-site relocation termination of leaseholds or the consolidation of tenant facilities was not assessed."

MR. PERRYMAN: Commissioner, in our detailed cost estimates, which we can provide you; we have \$317,000,000 in facility relocation costs associated with C1.

COMMISSIONER LIEBERMAN: Okay.

COMMISSION MINUTES

MR. PERRYMAN: What we were saying in that is when we did our initial analysis, we came up with 40 acres shortfall if you just took block diagram areas to block diagram without trying to consolidate and reconfigure.

COMMISSIONER LIEBERMAN: Okay. So let me take you to the next question. The question that I heard asked, and that's why I want this clarification is, I'm looking at the summary of analysis of benefits and costs, and I look at C1, it says it's \$462,689,000,207.

MR. PERRYMAN: Correct. \$462,000,000,000.

COMMISSIONER LIEBERMAN: Does that include or not include -- when I look at Section 4-50 as an additional cost.

MR. PERRYMAN: 317,000,000 of that is relocation costs.

COMMISSIONER LIEBERMAN: Then how do I reconcile where you said off-site relocation, termination of leaseholds or the consolidation of tenant facilities was not assessed? That's what the report says.

MR. PERRYMAN: I understand, Commissioner. That's for that 40 acre differential, how that would be handled.

COMMISSIONER LIEBERMAN: So is that 40 acre differential an off-site mitigation not included in your figures for C1?

MR. PERRYMAN: Correct. But since we have taken a further look and we believe that with the exception of getting that 40 down to probably around 4 acres, all of the facilities that are on the north side can be accommodated on existing airport property, whether they're air side access or whether they don't require air side access. We believe we can narrow that number down to about 4 acres which probably could be netted out in efficiencies gained by locating taxiways properly and configuring the facilities such that they can have better access. So it's an insignificant number in the scheme of things.

COMMISSIONER LIEBERMAN: Okay. And that includes the acquisition of leaseholds. Some of them are long-term leaseholds that would have to be acquired, mitigation for businesses that can't be accommodated on the airport, and business relocation expenses, which you'd have to pay for businesses that you can't place on the airport.

MR. PERRYMAN: Let me take it from the back and work my way towards the beginning of that. Relocation of the businesses, yes, that cost is in here. The -- where I think we're making a correction saying that we no longer think there are leaseholds that would have to be bought out because we feel we can accommodate those after further look. That's why that was -- for that 40 acres of unknown, we've now gone back and done a harder look, and says that 40 acres we believe can be accommodated in a more efficient manner than what they have today.

COMMISSIONER LIEBERMAN: Okay. Is there some reason why that wasn't done as a part of a report that was given to us on March 21st, 2007?

MR. PERRYMAN: The 40 acres was -- at that point we were going by data that we had been provided as to what the leaseholds were, and we've been doing further analysis of that.

COMMISSIONER LIEBERMAN: On your further analysis, did you -- how did you do further analysis? Who did you consult with? Did you consult with the interim Airport Director? What led you to change your analysis from March 21ST, 2007, to today?

COMMISSION MINUTES

MR. PERRYMAN: We got some additional data on leaseholds, on a couple of the leaseholds, that there were holes, if you will, or that we needed additional data on.

COMMISSIONER LIEBERMAN: Okay. And what leaseholds were those?

MR. PERRYMAN: I don't recall which ones they are off the top of my head. It's in the scheme of things, but we did take a look at them all and we believe at this point they can all be accommodated.

COMMISSIONER LIEBERMAN: Okay. All right. Let me ask you one other question. You know, I heard the Vice Mayor talk about the B4 alternative. I almost feel like I'm the mother of the B4 alternative. When we had a discussion about this about a month ago, I believe it was your opinion that the problem with the B4 option is that it doesn't buy enough capacity to make it financially feasible. Have you changed your opinion on that?

MR. PERRYMAN: No, I haven't. Long-term B4 gives out a "gas," and I believe that's the terminology I used when I presented last. What I heard the Vice Mayor talk about was – the D2 alternative which is B4 as a component of it.

COMMISSIONER LIEBERMAN: I'm going there next. Right.

MR. PERRYMAN: And The other challenge that we had with the B4 was that the Crosswind Runway had to remain in operation, which limited your land envelope for redevelopment of other areas.

COMMISSIONER LIEBERMAN: More importantly, take out the issue about limiting the land envelope. Of the three existing runways, which one of them would you say is the most noise sensitive that causes the biggest noise issues in the airport today?

MR. PERRYMAN: I believe I'd prefer to defer that question to your part 150 guys since they've been working the noise issues much closer than I have, but I do understand that there are sensitivities based on the litigation that has gone on with the Crosswind Runway.

COMMISSIONER LIEBERMAN: Right. Before I ask for the Part 150 person, let me ask you this question: in my mind, to me, one of the issues is we had a temporary victory, but it's just temporary. The FAA has the unfettered authority to allow increased utilization of the Crosswind Runway without the consent of the Board of County Commissioners every time the FAA believes there's, quote, "an unacceptable delay" is that accurate?

MR. PERRYMAN: I believe that is correct, yes, ma'am.

COMMISSIONER LIEBERMAN: Okay. So the recent victory in court means that they're going to have to do an environmental assessment, and after they do the environmental assessment, the likelihood is that they're going to be able to resume use of the Crosswind Runway at their own direction, for their own period of times, with this commission lacking the ability to reduce or stop use of the Crosswind Runway unless it expands the airport?

MR. PERRYMAN: That was the data that they provided us as we assessed the no action alternative, is that that would include an increased use of 13/31 in the future.

COMMISSIONER LIEBERMAN: So the problem with the "no action" alternative is that all of the people who live around the airport, under the "no action" alternative, it's maybe not been made clear that the Crosswind Runway will be put in more active use by the FAA without the Board of County Commissioners having any ability to stop the increased usage of the Crosswind Runway?

COMMISSION MINUTES

MR. PERRYMAN: That's my understanding.

COMMISSIONER LIEBERMAN: See for me, that's why that's not acceptable. Let me move to the D2 option, because if you look at all three of these options -- and then I'm going to ask for the additional information from the noise consultant --

If you look at the D2 option, I believe in one of our meetings I had asked you and I said, you know, this is a very difficult issue for all of us. We're talking about people's lives, their homes, their investments, and that if we expand the airport at all, are we simply delaying the inevitable because at some point there will probably be a need for three runways, and is there an opportunity to be able to chart that future now at a reduced cost. Because if you look at what the cost is now for any of the scenarios -- and I'm not saying this would have been the right decision. If ten years ago the Board of County Commissioners basically said: "Damn the torpedoes, full speed ahead," let's do a 9,000 foot runway, it would cost less than the 8,000 runway does today, right?

MR. PERRYMAN: Presumably. Yes.

COMMISSIONER LIEBERMAN: Okay. But there is an argument to be made that going ahead with the D2 option, which basically gives you an expansion to the South Runway, as well as a north parallel just phased in at different time sets the overall parameters for the airport period; that would be the only expansions that would ever happen?

MR. PERRYMAN: I believe the D2 would exhaust your envelope.

COMMISSIONER LIEBERMAN: In comparing the B1C option to the D2, when you look at the cost benefit ratio, which is on one of your spreadsheets, which of them gives us a better cost benefit ratio and why? Either B1C or D2?

MR. PERRYMAN: Short-term B1C does because it takes -- it's a higher cost for D2, and it takes longer to -- I guess for lack of a better word, "amortize" your benefits over that time.

COMMISSIONER LIEBERMAN: But long-term?

MR. PERRYMAN: But long-term it provides you the best "bang for your buck" in the long-term. And I think, if I may, that's what the air traffic memo was really getting at is.

COMMISSIONER LIEBERMAN: Right.

MR. PERRYMAN: If they had a blank sheet of paper and they were looking at this EIS, D2 was what they saw as, we have three runways today, we say we need three runways in the future. What alternative gets us there, and I believe -- that's kind of a simplifying their memo to you.

COMMISSIONER LIEBERMAN: So is it your opinion that long-term for the future of the airport the best financially feasible option is really D2?

MR. PERRYMAN: I'm going to have to caveat that because again, I have not done the financial analysis beyond just the benefit cost analysis. The other factors as it relates to your cost per enplaned passengers, your landing fees, and all of that, those are factors that should also be played in here, but from a purely what costs and your benefits, the D2 is among your best alternatives, yes.

COMMISSIONER LIEBERMAN: One other question. We had three pilots come up, and I'm not sure whether to ask this question to you, or with your permission, Ms. Brangaccio, to Mr. Bielek. We had three

COMMISSION MINUTES

pilots, Jeremy Mvharsky, Christopher Johnson, and Mike McKeeveR, come up and tell us that the gradient proposed for this runway would be unlike any other runway in the united states; is that accurate?

MR. PERRYMAN: No, that is not accurate.

COMMISSIONER LIEBERMAN: Okay. What other runways have gradients similar to this, and do they handle wide body long distance jets?

MR. PERRYMAN: Two of the runways at Las Vegas, McCarran International have a gradient of 1.3.

COMMISSIONER LIEBERMAN: And what's the gradient here?

MR. PERRYMAN: On the B1C, it is .6. so it's almost -- it's double that -- McCarran is double that of which is being proposed. It is 150 foot differential in elevation from one runway end to the other. I think what happens here is the visual impact of having an elevated runway versus McCarran, it kind of blends into the landscape. Here it would be raised, and it would be similar to Charleston, West Virginia, Little Rock, or any -- Roanoke, Virginia, any airport that's been built up on a mountain top, or you know, where a mountain top has been leveled, where you have a drop, a precipitous drop towards the end of runway. It doesn't make it unsafe. It meets design standards, and as long as it meets design standards, FAA deems it safe.

COMMISSIONER LIEBERMAN: Seattle have a gradient for their runway?

MR. PERRYMAN: Yes, they do. It's I believe either .6 OR .7. I'm going from memory here.

COMMISSIONER LIEBERMAN: Do you happen to know if whether all of those air runways with gradients are limited to only regional jets, or whether the real "big guys" fly on those and land?

MR. PERRYMAN: I know at McCarran, and Seattle, and other airports that have a .6, .7, .8 -- Memphis, Detroit, Denver, those are all large hub air carrier airports. So that is -- I think that issue for the B1C was a bit blown out of proportion.

COMMISSIONER LIEBERMAN: Okay. Can we ask the noise consultant -- thank you, Mr. Perryman.

Can you address the noise issues with respect to the two different scenarios?

MR. BERNHARDT: Well, I could address the noise issues from one of the scenarios that we've been looking at.

COMMISSIONER LIEBERMAN: I can't hear a word you're saying, I'm so sorry.

MR. BERNHARDT: Is this on?

MAYOR EGGELETON: Yeah, your mike. Go ahead.

MR. BERNHARDT: We could address the noise issues on the B1C alternative because that's the option that we've been looking at in the part 150 study. Can you ask me again what your specific question was?

COMMISSIONER LIEBERMAN: Well, we were having some discussion about the impact, the noise impact to the area. I'm looking at -- or I believe I'm looking at your noise contours in terms of where the noise impacts would be from the sponsors proposed project which is the B1C. Can you address -- we heard a lot of testimony about noise impact on Melaleuca Gardens, in Hollywood, in Davie.

COMMISSION MINUTES

MR. BERNHARDT: Just a point of clarification, and those noise impacts and those noise contours that are included in the EIS were developed by the EIS consultant from the FAA. They have not been developed by us, your consultant for the part 150 study. Our job is to take those contours and provide an abatement plan, this step moving forward, to abate and mitigate those contours, but those contours were developed by the FAA in the EIS.

COMMISSIONER LIEBERMAN: I'm having a difficult time, I don't know whether it's your voice. You're not talking right into the microphone.

MR. BERNHARDT: Okay. Just a point of clarification. The noise contours that are included in the EIS, that I believe you're looking at in front of you, were developed by the FAA in the EIS by Landrum & Brown. So if you have specific questions in development of those contours, they're really the best team to ask. Our job is to take those contours and prepare an abatement plan for you moving forward from this point.

MS. BRANGACCIO: Eric, could you also speak though -- I know that your team has gotten together and actually has looked at the FAA numbers, and have gone, shall we say, street to street, house to house, and that you're actually going to be taking the FAA numbers, and then for your presentation to the Board in terms of the part 150 mitigation, actually updating those for us as part of that process.

MR. BERNHARDT: Part of our process is to take what Landrum & Brown have given us and fine-tune it to an additional level of detail. We have prepared a GIS database and gone street by street, house by house, as Pam has alluded to. And we're preparing a mitigation, instead of mitigation options for your consideration, we've brought those to you twice now this spring, and we're preparing a noise abatement plan, looking at different ways of mitigating that contour, making it smaller, looking at things like the 595 flight track corridor on the alternative that comes out of I guess today's meeting. So far we've been investigating the options associated with B1C.

COMMISSIONER LIEBERMAN: And is the -- of the three communities that came here to speak about opposing airport expansion, you had Dania Beach, you had Hollywood, officials from Davie, and I think some residents of Davie and a couple from Hollywood. Those three communities, based on your Part 150 Study, where is the noise impact greatest?

MR. BERNHARDT: The noise impact is greatest in Dania Beach.

COMMISSIONER LIEBERMAN: Okay. So is it in Melaleuca Gardens? It is? I'm looking at your noise contours.

MR. BERNHARDT: Those aren't my noise contours. Landrum & Brown prepared those contours. They've just provided it to us and we've put them on a different base map and they're associated with something that's in a package, but those contours have been developed by Landrum & Brown.

COMMISSIONER LIEBERMAN: Then Landrum & Brown needs to answer the question, because the noise contour I'm looking at on their map shows the greatest impact in Davie, not in Dania Beach. It shows a smaller -- a significantly smaller impact south or north of the airport than it does show west of the airport.

MAYOR EGGELETTION: Okay. But before you answer the question, can someone from Landrum & Brown move to the other microphone?

COMMISSIONER LIEBERMAN: Good idea.

MAYOR EGGELETTION: So that we can have the questions constructively answered.

COMMISSION MINUTES

MR. BERNHARDT: I also believe you're talking about the size of the contour, and if you mean impacts in the number of housing units or people, the housing units and people I believe is in Dania Beach on the B1C alternative. The size of the contour overall may be larger in Davie.

COMMISSIONER LIEBERMAN: Okay.

MAYOR EGGELETON: Mr. Perryman, Do you understand the question posed by the Commissioner, sir?

MR. PERRYMAN: If I could get a clarification on which alternative? I mean we do have –

COMMISSIONER LIEBERMAN: B1C.

MR. PERRYMAN: B1C?

COMMISSIONER LIEBERMAN: Yeah. I'm actually on Page 12 of the Jacobs Consultancy Report.

MR. PERRYMAN: B1C in 2012, and we have these broken down by the four municipal jurisdictions, Fort Lauderdale, Davie, Dania Beach, and Hollywood. And B1C, Hollywood would have no impacts within the 65. Dania Beach would have a total of 114 units. Davie, two. And Fort Lauderdale, 0 within the 65.

COMMISSIONER LIEBERMAN: Okay. Earlier today I heard some people talk about in the 65 DNL, 800 units. There were a couple of residents who said there were 800 to 1,000 impacted residents.

MR. PERRYMAN: In the long-term, 2020, I'm flipping to that slide as we -- B1B, B1C, Fort Lauderdale, 65 and above, 0. Davie, 0, 65 and above, Dania Beach, 1,051.

COMMISSIONER LIEBERMAN: Okay. So it's in unconstrained scenario.

MR. PERRYMAN: Yes, in the unconstrained remove the interlocal agreements and we're using that runway fully.

COMMISSIONER LIEBERMAN: Okay. All right. You know I guess for me, "do nothing" is not an option, because what I see happening with "do nothing" is I see increased usage of the Crosswind Runway that we will not be able to stop. There's a temporary hiatus. It's not a permanent hiatus.

Of all the options that we're looking at, the one -- as much as I would love to support B4 because it was my suggestion. I actually borrowed Commissioner Wasserman-Rubin's ruler when we were on the dais to see how we could fit it out. All the testimony is that B4 is just not financially viable. So it leads us, in my mind, to only two options. One viable option is B1C. One viable option is D2. If you don't want to go through this process again and again, and you want to set the future for the airport -- and I guess there was one resident who talked about growth itself is not a problem, the issue is the failure to plan for growth and allowing infrastructure deficits to accumulate.

Though there are many people who think that the growth in our county is coming from new residents coming to the county, the census tells us that the dynamics of this county has changed, and growth is really coming from people who are being born here. And I don't know that any of us want to be in a position of going into a maternity ward and saying, I'm sorry, you don't get to have your baby today because we haven't structured the infrastructure and deficits yet. So long-term it looks like D2 provides some substantial relief in that you deal with this issue once, but in the short-term the most cost-effective option appears to be B1C.

MAYOR EGGELETON: Okay. Very good. Anyone else wishing to speak to the item?

COMMISSION MINUTES

Commissioner Gunzburger.

COMMISSIONER GUNZBURGER: I thought I knew where I was before I came here tonight because I had constituents who really had spoken to me, and they really believed that if we did what was being proposed, as I do this night, till this minute -- I'm not going to be as coherent as I usually am. It's 12:30, and we've been meeting since 9:00 this morning. So it's a very, very long day -- that it was an easy choice for me. But right now, I'm really very angry and frustrated, even though I don't sound it. I'm too tired to sound angry and frustrated.

I don't like to make a decision that's not based on all the information I need, and I don't feel that I have all the information to make an informed, intelligent decision. To say that we would do nothing was going to be not fair to anyone, because that meant that a year later or two years later these people who have stuck it out since 4:30 and 5:00 this afternoon, are going to go home and have no decision for themselves as well. And that isn't fair to any one of you, or all the ones who were watching us and then wrote me that we went off the air. I assume we're still on -- are we on the -- we're not even on the computer?

MAYOR EGGELETON: No, Commissioners, we cannot be on either of those. We're being taped.

COMMISSIONER GUNZBURGER: Okay. All right. Anyhow, I am concerned about people whose lives have been on hold for a very long time, and that isn't fair to them either. The homes that I saw shown to me tonight were just beautiful. I was amazed that when I was in Melaleuca Gardens at the noise spot, that it was quiet. I really expected it to be a lot noisier based on everything that I had kept hearing. I think that was the most surprising thing. It was as surprising as Commissioner Wasserman-Rubin's discussion a few weeks ago about a dinner at Commissioner Starkey's home. That being said, it still doesn't solve anything, and I just don't --

I mean the only thing that I would be very -- that I think I would be comfortable with would be the second parallel runway, which is C1 on the north, which I don't believe that -- last time I proposed it, I couldn't even get a second, and I have a feeling I'd be at the same place again today. I think we could even live with D2, which does not extend the south runway that far. It only adds 500 feet.

Based on the letter from the controllers, they certainly feel that extending it 8,000 feet and elevating it is a very unsafe option, and if the people who are controlling the airport are saying that that's an unsafe option, that's one I can't ever consider. When we talk, we don't have all the cost figures. I just don't know. From our experts, I wish we had had the rest of the Jacobs consulting team here because you're our advisors, and when you were Leigh Fisher and Steve Martin was with you, we used to ask him to tell us, give us the information we were looking for. We can't even do that. And I'm just at a crossroads without knowing what to do, and I'm looking at exhausted people around this table.

MS. BRANGACCIO: Mayor, we should ask, FAA was aware of the letter from the tower, and I do believe that the representatives from FAA should be asked to address that since there are FAA employees that wrote the letter and we know that they're aware of it. We heard that there was conversation going on, and we do have our airport financial people here. They worked with Jacobs on the numbers that we presented to the Board back on March 27th. I mean we can address whatever budget numbers that need to be addressed, any questions the members have.

MAYOR EGGELETON: Commissioner Gunzburger's question is related to a letter that was received and addressed, and it was sent to Ms. Virginia Lane, and it's from the ATCT. Mr. Robert Berlucchi, are you familiar with this letter?

MR. BERLUCCHI: Yes, I am.

COMMISSION MINUTES

MAYOR EGGELETON: Can you talk to us about the letter, sir?

MR. BERLUCCHI: That's FAA's Tower Manager and his comments to us relative to the draft EIS. He expressed primarily concerns about not necessarily that the runway was elevated, but that the runway being elevated required certain taxiway geometries because you can't go straight down from the end of the runway into the terminal because that is too steep to taxi down. So, therefore, the indirect effect of that is long taxi distances, expressed concern about that, as well as other geometry which would reduce the overall capacity; therefore he was supporting D2 as being the better operational alternative. Those are the major focuses.

MR. PERRYMAN: Mayor, if I might, having read that memo, I would like to leave one point very clear. I don't believe anywhere in that memo he did say that B1C was unsafe. He said that it caused congestion. It caused some issues that they had with it, but the word, "unsafe" from the FAA is a very serious word, and I don't believe anywhere in that memo does it say it's unsafe. He has issues with the ground congestion that's caused by that configuration of the long taxi time back down the slope, and that there's a bottleneck down there toward the west end of that runway that would cause congestion, and I believe he used the word gridlock in that memo.

VICE MAYOR WEXLER: He actually used significant liabilities.

MR. PERRYMAN: Significant liabilities.

COMMISSIONER GUNZBURGER: That to me is unsafe.

MAYOR EGGELETON: Okay. All right. Listen, let me ask -- let me ask the FAA this question: the letter was sent to Ms. Virginia Lane; is that correct?

MR. BERLUCCHI: That's correct.

MAYOR EGGELETON: Can you please state for us her position with the FAA.

MR. BERLUCCHI: Virginia Lane is the EIS Program Manager in our Orlando District Office. She works in the organization which I manage. She's the Program Manager that is collecting the comments. Our entire EIS team and FAA team will be reviewing these comments.

MAYOR EGGELETON: And this person works at Fort Lauderdale-Hollywood International Airport that wrote the memo?

MR. BERLUCCHI: He is the Tower Manager, correct?

MAYOR EGGELETON: He's in charge of the tower?

MR. BERLUCCHI: He's in charge of air traffic control for FAA at Fort Lauderdale Airport. Yes, sir.

MAYOR EGGELETON: All right. Very good.

Any other question, Commissioner Gunzburger?

COMMISSIONER GUNZBURGER: No. I mean I'm looking for direction, and I don't even have anyone to give me the help that I truly need. I am -- I feel like all those people there who are frustrated.

COMMISSION MINUTES

MAYOR EGGELETTION: So is your question an operational question? Are you asking us from an operational perspective?

COMMISSIONER GUNZBURGER: No, what I'm saying is there are too many holes in the information that we need to make an intelligent, informed decision to decide for these people's lives. That's what I'm saying.

MAYOR EGGELETTION: Okay.

Commissioner Ritter.

COMMISSIONER RITTER: Thank you, Mr. Mayor. We can debate esoteric issues all night long, and we're not actually talking about anything significant. So I'm going to make a motion with the Mayor's permission. I'm going to move Agenda Item 1A which is a motion to ratify the preferred runway alternative pursuant to and consistent with the DEIS prepared by Landrum & Brown for the FAA and authorize the County Administrator to forward such approval to the FAA.

COMMISSIONER WASSERMAN-RUBIN: Second.

MAYOR EGGELETTION: There's a motion made by Commissioner Ritter. It's has been seconded by Commissioner Wasserman-Rubin.

COMMISSIONER RITTER: And I don't know if you want me to explain my reasons now or in closing as the mover.

MAYOR EGGELETTION: Well, you can -- we'll give you an opportunity to do that during the discussion on the motion. We have a motion on the floor. Are there any other motions before we take discussion on this motion?

Commissioner Rodstrom.

COMMISSIONER RODSTROM: Mayor, I mean there aren't enough warning bells going off here, you've got a Tower Chief, you've got a number of pilots, they all say this runway is unsafe. You've got Landrum & Brown who does not work for us. Our consultant is not here tonight, deliberately not here, and I think if you go ahead and make a decision tonight you're going to regret the decision you make unless you make it with all the information. And so my motion would be that we defer until such time as we have the master plan in our hands and we have Jacobs Consulting here that can give us the information we need to make an intelligent decision.

MAYOR EGGELETTION: Is there a second to the motion? Motion dies for lack of second.

COMMISSIONER RODSTROM: My Second motion would be that we -- going back to what Commissioner Lieberman said, the fact that we will use 13/31. Frankly it's only the fact that we would have more gates. If we don't add more gates, we won't have a necessity to use 13/31. And I must remind everybody, all these mitigation numbers are based on a constrained airport, and we've learned from the FAA there will be no constraints. So, you know, you've got to look at the higher number in every case and understand what it's going to do to the dynamic of that airport. And so my motion would be that no build is an outcome. And I would make a motion that we do not build a runway at this time.

COMMISSIONER GUNZBURGER: Second.

MAYOR EGGELETTION: Commissioner Rodstrom makes a motion that the Commission takes no action.

COMMISSION MINUTES

COMMISSIONER RODSTROM: No, the action is the no build action at this time. That is an action. That is an action. No build is an outcome. It's an action.

MAYOR EGGELETION: Commissioner Rodstrom makes a motion that we do nothing at this time. Is there a second to the motion?

COMMISSIONER GUNZBURGER: I seconded that because it doesn't negate the ability to do the other that he had suggested earlier. I just wanted to see how long that would take.

MAYOR EGGELETION: Commissioner Gunzburger has seconded the motion.

Are there any other motions?

Commissioner – Vice-mayor Wexler.

VICE MAYOR WEXLER: Yeah. I'm going to support the D2 alternative. Everything I've heard here this evening. That's my motion.

MAYOR EGGELETION: Commissioner Wexler moves D2.

VICE MAYOR WEXLER: D2

MAYOR EGGELETION: Is there a second to her motion? The motion dies for lack of second. We have two motions on the table, ladies and gentlemen.

Commissioner Rodstrom has made a substitute motion, and, therefore, if his motion passes, the original motion made by Commissioner Ritter dies. All those in favor -- well, I think Mr. Newton, do we need a roll call vote on this one?

MR. NEWTON: No, you don't necessarily need a roll call vote so long as you can determine what the number is, and whether or not there's a majority vote on it.

MAYOR EGGELETION: All right. Very good.

COMMISSIONER LIEBERMAN: I'm going to second Vice Mayor Wexler's D2 motion.

MAYOR EGGELETION: Well, her motion has died. A motion would have to be made again.

VICE MAYOR WEXLER: I'm going to remake my D2 motion then.

MAYOR EGGELETION: Commissioner Wasserman-rubin makes a motion on d2.

VICE MAYOR WEXLER: Wexler.

MAYOR EGGELETION: I mean Vice Mayor Wexler rather makes a motion on D2.

Is there a second to the motion?.

COMMISSIONER LIEBERMAN: Second.

COMMISSION MINUTES

MAYOR EGGELETTION: The motion has been seconded by Commissioner Lieberman.

So you now have a substitute to the substitute motion. If the -- by Robert's Rules, you must take up the substitute to the substitute; is that correct?

MR. NEWTON: Yes, that's the motion related to the D-2 item.

MAYOR EGGELETTION: That's the motion related to the D2. If that motion passes, all the other motions fail.

MR. NEWTON: Correct.

MAYOR EGGELETTION: Okay. Is there a discussion on the motion before we vote on the motion, on D2? Is there a discussion on the motion?

Seeing that there is no discussion on the motion, the Commission will take a vote on D2.

Those in favor of D2, please raise your hand. D2. One, two, three. Three votes for D2. Okay.

THE VOTE FAILS 3 TO 6 WITH MAYOR EGGELETTION, COMMISSIONERS RODSTROM, KEECHL, GUNZBURGER, RITTER AND WASSERMAN-RUBIN VOTING NO.

Now we get to the next motion, and that is the substitute motion by Commissioner Rodstrom, and that is that the Commission takes no action.

COMMISSIONER RODSTROM: No. That they do the no build scenario. The no build is an action. Its action is to not build.

MAYOR EGGELETTION: Not to build.

COMMISSIONER RODSTROM: Alternative A.

MAYOR EGGELETTION: Alternative A. Okay? All those in favor of alternative A, raise your hand.

COMMISSIONER GUNZBURGER: No, alternative –

MAYOR EGGELETTION: Alternative A, there's two votes.

THE VOTE FAILS 2 TO 7 WITH MAYOR EGGELETTION, VICE MAYOR WEXLER, COMMISSIONERS LIEBERMAN, RITTER, KEECHL, WASSERMAN-RUBIN AND JACOBS VOTING NO.

MAYOR EGGELETTION: Okay. That gets us to the main motion. The main motion made by Commissioner Ritter is that it would be item a on the agenda. Those in favor of Item A, please signify by raising –

COMMISSIONER KEECHL: I got confused, sorry. You just died, right?

COMMISSIONER RODSTROM: I lost.

COMMISSIONER KEECHL: So we're to Stacy's now?

COMMISSIONER RODSTROM: Yes.

COMMISSION MINUTES

COMMISSIONER KEECHL: I thought I heard Rodstrom. I'm sorry.

MAYOR EGGELETTION: We're going to -- is there any debate on the motion? You had discussion, Commissioner, or do you want to close on the motion or no discussion?

COMMISSIONER RITTER: Well, I would actually like to close. I know it's late.

MAYOR EGGELETTION: Okay. Go ahead.

COMMISSIONER RITTER: I'm going to cut it down significantly of what I would have said, but, first, I want to thank the Mayor for appointing me as the liaison to the airport shortly after being elected to the County Commission. I didn't know I would need combat pay to "pay for the artillery, my shield that I needed after being appointed."

UNIDENTIFIED AUDIENCE MEMBER: We can't hear you.

COMMISSIONER RITTER: I'm sorry, I have a cold, and so I'm not going to have an ability to yell at you this evening.

In the six months that I have been a County Commissioner and been the liaison to the airport, I've had the opportunity to talk about the dozen issues that are still on the table with respect to the airport, and I've met with all the consultants involved in every aspect of the issue, from the staff, to the operations managers, to ramp personnel, to residents who live in the area, to Commissioners who represent the cities that are directly affected by the airport, to unannounced visits to the BCAD trailers, and to the Program Manager trailers. And I think I've done my homework.

I've also met with all the business owners who do business at the airport, and I've discussed the expansion within the residents that I represent in District 3 by holding a series of townhome meetings to educate them on the issue related to expansion. Many of them were here tonight in yellow shirts, at my request. I asked them to come after having educated them, and I'm very proud of them, because they were excessively abused this evening for no other reason than they didn't agree with people who are sitting here in red shirts, and I am very proud of them and I think they did a damn good job tonight, and I'm glad they came.

But it's time to make a decision. None of us got elected to the County Commission so that we could sit here and put off decisions for future Commissioners, and it's time to do what the voters sent us here to do, and evaluate the facts and make an informed decision. I'm glad the Commission rejected the "do nothing action" because I don't think it helps where we want to be in 10 or 20 years. And I've got to tell you, that while we may not know exactly what we're looking for in an airport in 20 years, this Commission supported me last week in my trip to Israel, and I want to thank you for that and I would have given you my report today, but I couldn't get out of bed. I had to fly from Miami to Tel Aviv nonstop, and then return to Miami. Most of the people on my flight were Broward County residents. They weren't from Miami-Dade, and they weren't from Palm Beach, but they had no alternative but to drive down to Miami, you go nonstop to Tel Aviv because they had no alternative, and while we may never be that airport, we certainly need to give people more of an option than they currently have.

So after having considered all the options, after having spoken to numbers of people, after having read the eis, and all of the things, all of the reams of the paper that we have here tonight -- and I find it hard to believe that anybody could say we don't have enough information because I've only been doing it for six months, and I feel like I've read more than I need to know about in order to make a decision. But I do think that the residents of Dania Beach are a different story, and I understand that the impact that this will have on them is unlike the impact that there will be in any other city in Broward County. And I understand the trepidation that those residents have in dealing with the county because they're dealings

COMMISSION MINUTES

with the county in the past have not been particularly positive, and there's no question in my mind that the county has not necessarily lived up to the deals that it promised the residents of Dania Beach in previous agreements. So I'm going to support my motion tonight. Obviously I was the maker of the motion.

So I'm going to, but -- and, Mr. Newton, I know it's late, and I know I'm not supposed to give you legal advice, but this isn't legal advice, but you know as well as I do that this will create litigation. I urge you to get on the phone tomorrow morning, or actually this morning, and find the best counsel that we can to help us in this matter.

None of us support removing the residents of Dania Beach from their homes. I heard that repeatedly tonight and I continued to be very, very, frustrated at the misinformation that your leaders are giving you for those of you who live in Dania Beach. I find that very disturbing that you come here tonight and tell us things that we have already publicly stated we are not going to do. We are not going to force anyone from their homes. I don't know how much plainer it can be. We are not going to force people from their homes.

Having said that, I hope that -- having said that, I hope that we will support a formula at the county that keeps the city whole for any diminished taxable values that may occur as a result of the expansion. I want to be clear that I support the City Manager, Mr. Pato, and the City Commissioners in Dania Beach who are fighting like hell for their residents, which is exactly what they are supposed to do.

But I'm the County Commissioner. I'm a County Commissioner. This is everyone's airport. This airport does not belong to one resident or one city. It belongs to all of us, and for a resident of northwest Broward County, which is what I am, and for a County Commissioner who directly represents people in northwest Broward, but represents the region as a whole, I personally resent being told that it isn't my airport, because it is as much my airport as it is any other of the 1.8 million people who live here.

Having said that, I would hope that we will somehow support the creation of an independent mediator which will assist the county and the residents of Dania Beach to arrive at a series of binding remediations for the residents of that city. And since it's not an agenda item this evening, I would not move it, but I would like to put it with the mayor's permission on the agenda for next week, Tuesday's County Commission so that we can most adequately address remediation issues. I hope you'll support the motion. I hope that you'll all recognize that it is a regional issue. That we are a world class community, and I think that those of us who live in Broward County deserve a world class airport. I would appreciate your support.

COMMISSIONER RODSTROM: Will you support the 60 DNL noise contour? I mean this is a commitment the Commission made some time ago.

MAYOR EGGELETON: Commissioner Rodstrom, Commissioner Keechl was next and then I'll call on you.

Commissioner Keechl, you're recognized.

COMMISSIONER KEECHL: Thank you, Mayor. I was elected to this job a little over six months ago, and this is the most difficult decision that I've ever made. And I have to tell you, this is the most unnerving hearing that I've ever been to, and I truly understand that we're talking about your homes. And I know whether you live in Dania Beach, or Davie, or Hollywood, I know your leaders and they're good people, and they're making the arguments that you've elected them to make, and they're doing a good job, and I respect them. But as Commissioner Ritter said, we are Broward County Commissioners, and we have to do what we think is best for all of Broward County.

COMMISSION MINUTES

I have struggled with this decision since the day after I was elected and had my first briefing, and I'm not going to spend a lot of time going through each of the alternatives, but I believe that the alternative to do nothing is not right, but it would be the easiest decision to make. I wouldn't have to face you and disappoint you and your children who have spoken here today.

But as one of my colleagues said to me when I got elected, "if you can't make the hard decisions, you don't deserve to be up here." and this is a hard decision. I can't support -- originally I wanted to support the B4 runway or option. I can't support it because after talking to the experts, I don't think it's the appropriate runway to utilize. So any alternative that includes the 6,000 foot runway doesn't work as well. The C1 alternative I don't think is the right alternative for a number of reasons, including the closeness of the parallel runways, and the problems that it causes when pilots are using simultaneous operations, attempting simultaneous operations under instrument weather conditions.

Consequently, it's my belief that the B1C alternative is the best alternative for everyone in Broward County, and it's our obligation as Broward County Commissioners to make this decision. We have to be aware as we're going through this process, because it's not over today, that there are residents that are being affected. Please make no mistake, if we do nothing, you're going to be affected as well. The FAA studies indicate that the situation will only get worse if we do nothing. So for the reasons that I've stated I'm going to support the motion. Thank you.

MAYOR EGGELETON: Thank you.

Commissioner Rodstrom was next on the queue followed by Commissioner Jacobs.

Commissioner Rodstrom, You're recognized.

COMMISSIONER RODSTROM: I would just tell you that, you know, this Commission made a commitment, you can't take Melaleuca and split it in half. You know, you want to destroy a neighborhood, that's how to destroy a neighborhood, I don't care whether you have binding arbitration or what you have at the table. You have to take a philosophy with you to that bargaining table, and that philosophy has to be you've got to do a 60 DNL noise contour and not split up that neighborhood. It's bad enough you're going to ruin that neighborhood, but don't split it up and mitigate half of it.

MAYOR EGGELETON: Thank you.

Commissioner Jacobs, you're recognized.

COMMISSIONER JACOBS: Thank you, Mayor. Unlike some of my newer colleagues, I've been through this night before, and unfortunately at the end of that night, we didn't come to a decision because honestly in my opinion, I think that night it was too hard of a decision to make. And as one of my colleagues said to me, Commissioner Keechl, when I was first elected, "this is not a job for the faint of heart."

And the decision that's before us tonight, to me, when I look at all the alternatives, there's one alternative that is completely unacceptable to me and that is really the driving force behind my decision to support the B1 alternative tonight, and that is the decommissioning of the Crosswind Runway. When I consider the noise impacts, and you look at those maps and you see the sound get blown out over neighborhoods that have never had -- have never found themselves in the path of the flight path until most recently, the FAA is "driving the train" here, and we are truly under an illusion to think that we are going to tell the FAA what to do.

One of the speakers tonight said don't let the federal agencies dictate to you, but that's exactly what they're doing. What they said to us was that these agreements that we've made with our cities don't really hold water with them. They are looking nationally at an air system, and they're looking at changes throughout the country that they need to see made. And while I think they've entertained us to some

COMMISSION MINUTES

degree while we try to make a decision that's best for us regionally and locally, I don't believe for a second that the FAA is going to allow us to continue on a "do nothing" track. We may think that we are, and we may say that it is actually an action. And I would agree, Commissioner Rodstrom, that it is an action. It's an action that says we prefer a Crosswind Runway usage, because that's exactly what the FAA has told us they're going to give us. It's what they began to do until we intervened with a lawsuit, and as one of my colleagues said, it was a very short victory. They will go through the other steps that they need to, and they will come back and begin to use that Crosswind Runway.

With the D2 alternatives, I don't see -- I see us now running three runways instead of two, and I don't see that the noise that's generated by three runways benefits anyone any better than the existing motion that's on the table. These decisions, as so many of my colleagues have said have been hard to make. They have not been made out of pressure from anyone to choose one over the other. In my mind, and I know in my colleagues, it has come through hours and hours of paperwork. What you see here in this pile that I've been referring to repeatedly tonight is but a small portion of the overall information that I have been reading in the last six or eight months and even more than that in the overall time that I've been on this board studying this issue. I don't come to this decision lightly, and I know that the environmental community thinks that doing nothing is a better step for the environment. I disagree completely. When I look at the overall impacts that the Crosswind Runway means for the environment I see it as a big negative, and it's the main reason why I can't support it.

Commissioner Ritter, you said something to the community that I think is really important to repeat, because we've said it many, many times and it's something that's really important to me. And that is that I will never support having anyone forced to leave their home. That, to me, is -- has never been on the table, and all the discussions that we've had, what the Commission was attempting to do, and most likely has not communicated very well, was that should a resident want to leave their home that there would be fair and just compensation for that. We have had conversations and not arrived at a solution yet, which I think bears further investigation, and that is if someone should choose to leave their home, they do want to sell it, they do want to get out, where do we stand as far as the portability issues of Save Our Homes, and the impacts of that? We haven't really explored that as a board, and I think that that's a really, really important point for us to go.

If you do want to leave this state, as some people have said they want to do, they couldn't because they can't take -- or not even the state, just this county -- they can't leave and take the money that they would sell their home for and reinvest it because they would come up to their full taxable value, and that is an imposition being put upon them by government that must be mitigated somehow. So I don't know what it is exactly that's coming back, Commissioner Ritter, on Tuesday for us to consider going forward steps as far as mitigating anyone who chooses to sell their home, but to me, I think the County Attorney's Office needs to help this board find a way that we can mitigate those losses to those homeowners that chose to do it, as well as anyone who does want to stay and simply have the type of insulations and other mitigation factors applied to their home.

I'm sorry that what we are discussing tonight was not exactly what you all wanted to hear and probably isn't anywhere near what you wanted to hear tonight, but it is a long and hard decision made with the best interest of the county, the overall county, as well as the residents of Dania who were here in force. I congratulate you on so many of you coming out, but you truly are representing one of 31 cities. And as a County Commissioner, I am charged, while I am elected from one district, I believe that I am a regional Commissioner, and my decisions must be what's best for the overall county, and hence I will support the main motion. Thank you.

MAYOR EGGELETON: Thank you very much.

Commissioner Gunzburger, you're recognized.

COMMISSION MINUTES

COMMISSIONER GUNZBURGER: I'm very brief. That was the other thing that I neglected to say, and Commissioner Jacobs reminded me, and that was in the EIS about the environmental degradation to John Lloyd on Page 212 of the environmental book. You will find that they talk about that there are environmental problems raised by the 8,000 foot runway to John Lloyd Park, and also to Westlake, land that we've bought and preserved. So not only are we going to harm some of the residents but we're also going to harm nature as well.

MAYOR EGGELETTION: Commissioner Rodstrom, you're recognized.

COMMISSIONER RODSTROM: And the no build is an action. If you look at the statistics since 2005, we have virtually dropped in every month in operations at that airport since 2005. So this threat that 13/31 is going to be back in operation tomorrow, that's not justified by the operations at this airport if you look at the numbers. I mean, so I just take exception with the fact that you're using a scare tactic to try to convince these people that something horrible is going to happen to them, that is not now happening to them. The numbers, the statistics just don't bear it out.

And one last thing, if tonight's presentation didn't at least raise your attention level, I mean because Landrum & Brown frankly in their projections for the FAA completely, unequivocally, "missed the boat" in their projections. They were so far "off the mark," it's shocking, and so to rely on their projections after you've seen the two cases where those projections have been so flawed, and to still believe that those projections have any validity at all to them, well, "I've got a bridge I can sell you."

MAYOR EGGELETTION: Okay. Very good.

Commissioner Lieberman.

COMMISSIONER LIEBERMAN: I don't think it is -- I do not believe it is a scare tactic to say that the Crosswind Runway will be back in usage. On current airport operations, they were using the Crosswind Runway. The only reason the use of the Crosswind Runway was stopped is because we were temporarily successful in a lawsuit against the FAA. They're required to do an environmental assessment. They will "jump through that hoop" and they'll be back using that Crosswind Runway. It's not a question of future growth. They were using it based on traffic today, so it's not a scare tactic. It's being realistic in trying to get rid of the biggest noise sensitive issue that impacts the people living all around the airport.

MAYOR EGGELETTION: Okay. I want to speak, and then I'm going to call for the question. First of all, let me just say this. Again, I want to thank the careful deliberation of all the members here. At one point I thought we really was going to have a split board and not come to any conclusion here tonight.

One of the things I've learned in my nineteen years of elected politics, and that is that sometimes politicians do, in fact, or contrary to popular belief, that you have to learn to count your votes and understand where your members are, and that's just a gut thing that occurs during the spur of the moment. However, members, I will tell you that I am very troubled here tonight, Mrs. Brangaccio, because an important player that we really needed at this hearing tonight, which was our financial people, are not present. I'm very troubled by that.

MS. BRANGACCIO: Mayor, I've got my finance people here from the airport.

MAYOR EGGELETTION: Not your finance people.

MS. BRANGACCIO: And Jacobs was represented here.

MAYOR EGGELETTION: Mrs. Brangaccio, I am talking.

COMMISSION MINUTES

I am troubled that the financial people that we are paying good taxpayers' money to are not present here tonight. And I'm not backing away from that, and I'm trying to be very civil in this conversation. And I think they should have been here. I also -- and, in fact, I'll tell you, Commissioners, I'm troubled about a lot of things that I've learned over the last four or five months at the airport. I'm extremely troubled.

However, we have to take a very close look at this business unit. There are certain things in this county that I believe that has to function like a business; the port is one and the airport is another. They are two business arms. They operate very different from the rest of county government, and therefore, requires a great deal of scrutiny from business principles, sound business principles.

Let me just say that one thing that I think has been helpful to me, and I don't know about to the rest of you, and that is that when we did not make this decision in 2003 I think it was a wise decision not to make that decision because it has given us enough time to thoughtfully review everything that was going on, and I think the decision that we come to here tonight has been one that has been gathered with a great deal of information, and one that I believe truly brings us to a decision that we can all live with.

Now having said that, I do believe at some point in the future there may be a necessity for a third runway at this airport, and I just believe that. The data suggests that, that at some point in the future we're going to have to have a third runway merely for traffic relief congestion. And I think all airports go through that. You know, when I look around the country, every single airport goes through that despite the fact of what they decide on these very tough questions. However, since September of 1990, this commission has dealt with this issue for 17 years almost now. And one of the things I know about life is one of its great failures is the failure of an individual or a group of people to make a decision. Indecisiveness will lead you to failure. I do not want to be a failure. And I don't think that this board wants to be a failure.

So we come to a decision tonight that is long overdue, and one that none of us here takes lightly. I respect the vote of every single Commissioner here tonight. We have all learned in politics that sometimes you have to agree to disagree, you move your disagreements aside, and you work collegially as a body, and this commission I believe is a very collegial body, and gives due respect to all of its members for the divergent viewpoints and opinions to come to necessary conclusions to move the public agenda forward.

I want to thank all of you in the audience for being so very patient. I want to thank all of the members that are standing up and fighting, in the great American principle for the things that you believe. I really do. However, we have to come to some sort of conclusion and decision, and we're about to do that.

So with that, I would like to call the question on the motion by Commissioner Ritter, and those of you that are in favor of the motion, please do so by raising your hand. Seeing five hands -- six hands, the motion passes, and, therefore, the motion that has passed is motion A, which is the preferred runway alternative pursuant to and consistent with the draft environmental impact statement prepared by Landrum & Brown for the Federal Aviation Administration and to authorize the County Administrator to forward such approval to the FAA to the Federal Aviation Administration.

THE VOTE PASSES 6 TO 3 WITH VICE-MAYOR WEXLER AND COMMISSIONERS RODSTROM AND GUNZBURGER VOTING NO.

MAYOR EGGELETON: I want to thank everybody for their time tonight. If there be no other business before this board, I move the meeting adjourned.

(THE PUBLIC HEARING CONCLUDED AT 1:21 A.M.)

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

COMMISSION MINUTES

(CD-07-60)