

**City of Miami Beach - Special City Commission Meeting
Commission Chambers, 3rd Floor, City Hall
1700 Convention Center Drive
March 10, 2003**

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Mayor David Dermer
Vice-Mayor Luis R. Garcia, Jr.
Commissioner Matti Herrera Bower
Commissioner Simon Cruz
Commissioner Saul Gross
Commissioner Jose Smith
Commissioner Richard L. Steinberg

City Manager Jorge M. Gonzalez
City Attorney Murray H. Dubbin
City Clerk Robert E. Parcher

ATTENTION ALL LOBBYISTS

Chapter 2, Article VII, Division 3 of the City Code of Miami Beach entitled "Lobbyists" requires the registration of all lobbyists with the City Clerk prior to engaging in any lobbying activity with the City Commission, any City Board or Committee, or any personnel as defined in the subject Code sections. Copies of the City Code sections on lobbyists laws are available in the City Clerk's office. Questions regarding the provisions of the Ordinance should be directed to the Office of the City Attorney.

Meeting called to order at 3:29:10 p.m.

REGULAR AGENDA

R7 - Resolutions

R7A A Resolution Selecting Modified Alternative B-2, A Double Track Loop Service To South Beach, As The Locally Preferred Alternative (LPA) With Additional Requirements, For Further Detailed Analysis During The Preliminary Engineering/Final Environmental Impact Statement (FEIS) Phase Of The Proposed Bay Link Transportation Corridor Project.

(Public Works)

ACTION: Resolution No. 2003-25143 adopted as amended. Motion made by Commissioner Steinberg:

- 1. Requesting that Miami-Dade County extend the corridor [East-West Corridor] up to the northern boundary of Miami Beach to give the City the greatest flexibility as opposed to terminating at the Convention Center as part of their re-authorization request to the federal government for the Intermodal Surface Transportation Efficiency Act (ISTEA);**
- 2. Commissioner Steinberg amended his previous motion to refer the request to both the County Commission and the MPO.**
- 3. Commissioner Gross amended the motion by stating that rather than doing a DEIS extension [the current DEIS] at this point, that the City of Miami Beach engage its own mass transit consultant and to fund with MPO funds or out of the transportation tax; seconded by Vice-Mayor Garcia; Voice vote: 7-0. Fred Beckmann to handle.**

Mayor Dermer stated that this is a special meeting of the Miami Beach City Commission to discuss and consider the Bay-Link issue. He stated that he has three announcements. First, that one of our police officer has won the Officer of the Year Award, Mike Muley. Mayor Dermer congratulated Officer Muley and stated that this is a real honor. For the first time a Miami Beach Police Officer has won this award and he did it by saving people in three separate instances. Secondly, he announced that he appeared before the Miami-Dade County Budget Committee, and with most of the Miami-Dade County Commissioners present, the City of Miami Beach was fortunate, on a unanimous vote, to receive \$340,000 to help supplement the Police Department and other City resources during the Memorial Day Weekend event. He thanked Miami Dade County for this money. He hopes that tomorrow a final vote will be taken by the full Miami-Dade County Commission to be able to ensure this money. Third, he stated that he attended a press conference with Congresswoman Ileana Ros-Lehtinen, and \$2.3 Million have been committed from Washington to continue the break water project.

Mayor Dermer asked the City Manager what is the Administration recommending and exactly what is this Commission voting on.

Jorge Gonzalez, City Manager, stated that first the Commission will select a mode of transportation that is light rail vs. buses, rapid transit, or any other alternative including a "no bill" alternative. Secondly, if yes to that and this Commission proceeds with the light rail alternative, then what is determined to be the locally preferred alternative as far as the routes will have to be decided. He stated that in January he had made certain recommendations and preconditions that he felt were appropriate to require of the MPO. Since the trip he amended the recommendation and added requirements. As it relates to the locally preferred alternative this Commission should discuss where the corridor should be. The Administration recommended a modified B2 alternative. This is the loop around South Beach using the corridors of Washington Avenue and Alton Road north to south. The Administration recommends the northern end to go all the way to Dade Boulevard rather than 17th Street. On the south side, this Commission could request either or both alternatives to be looked at, that is, going east to west on 5th Street or looping south on Alton Road to South Pointe Drive.

Mayor Dermer read the resolution. He asked Mr. Gonzalez, City Manager, if his recommendation is to approve this resolution.

Jorge Gonzalez, City Manager stated "correct."

Mayor Dermer stated that if the Commission approves the resolution today, does this mean the Commission is giving the green light to the laying down of tracks, tearing up the medians and the future of this entire project?

Jorge Gonzalez, City Manager, responded "no" that the approval of this resolution directs the consultants and the MPO to pursue the analysis and the preliminary engineering studies to determine if the modified B2 double tracks loop service is appropriate and if there are any fatal flaws in it to bring those to the attention of this Commission to make a final decision.

Commissioner Cruz stated that he wanted the City Manager to emphasize that by saying yes, the City is in no way obligated to set rails, etc.

Mayor Dermer asked the legal department to add language to the resolution that an affirmative vote does not mean a green light to laying up tracks, setting up poles, putting up a median or a platform in the City.

Commissioner Bower stated that she wants to add that a "yes" vote does not bind us to have to do it.

Jorge Gonzalez, City Manager, stated that there is a long history to the BayLink issue but he was going to

start with January 27, 2003, when there was a workshop. The Administration was directed, in addition to other things, to hold public hearings. A public hearing was held on February 12, 2003 which primarily captured the residents and business owners along the Washington Avenue corridor. There was another public hearing on February 13, 2003, that focused on the Alton Road corridor. There was another public hearing on February 24, 2003. At that time the Administration was asked to pursue a dedicated lane one track bi-directional system. He stated that several alternatives were considered by the consultants and the MPO, but the optimal approach was a dedicated lane bi-directional loop. He stated that on the trip it was discovered that there is this anecdotal feeling that people will get on trains but not on buses. The delegation spoke to residents, riders, system operators, consultants, elected officials, business representatives and that feeling was generally confirmed. He stated that he asked for data but has not received it. He concluded that based on the questions asked and on what they saw, bi-rail is an extremely flexible system and it can accommodate any needs or demands. The trip was extremely valuable because the delegation received confirmation on things that can be done and things that could not work. He stated that some of the key points need to be discussed, such as size and scale of the train, etc. He listed the following items that need to be added to the requirements: 1) the City engage, at MPO expense, our own consultant to provide technical advise to the Commission; 2) that the MPO ad urban planning and community development expertise in addition to engineering; 3) the Commission to appoint a technical advisory committee, it could be a Commission Committee, Land Use, Planning Board or a group of citizens; 3) he requested that on the current project plan for Washington Avenue which includes stormwater, water, and streetscape improvements, that the City forgo the deep intrusive stormwater and water improvements to coincide with the construction of the tracks; 4) the Art in Public Places funds generated from the project will be used in Miami Beach, and 5) that the City work with the City of Miami to enter into an interlocal agreement that has them agree not to pursue their idea of building a Convention Center in downtown Miami if we proceed with this project.

Jorge Gonzalez, City Manager, showed a video and a photo slides presentation. The photos are grouped by vehicle type, stations, shared rights of ways, wires, land and streetscape.

Commissioner Gross asked the City Manager why this was chosen over a bus system and asked if he prepared a PowerPoint presentation describing the difference.

Jorge Gonzalez, City Manager, stated that more people take the train versus the buses; the trains are more comfortable and quieter. The trains also carry more people. The trains have a longer life span and there is a higher operating cost to the buses. The rail system has a competitive edge.

Miami-Dade County Commissioner Bruno Barreiro stated that the issue is to have a link between South Beach and Downtown Miami. He stated that he is in favor of a link, but he is very skeptical of the technology and the routes proposed at this time. He further stated that this is not time sensitive in the sense of funding. Miami-Dade County is funding the North corridor metro rail extension as the first priority. The east/west corridor will go for a full funding agreement next year. He asked the Commission not to make a decision today. The County is making a separate study that will be done in 30 to 45 days for re-authorization of the east west corridor and that will give this Commission more information to make a decision in reference to technology, routes, etc.

Commissioner Cruz asked Commissioner Barreiro if the City does not jump in this year then when the City can do it. Commissioner Barriero stated that the City could do that next year.

Commissioner Barreiro stated that as long as the City of Miami Beach is on the reauthorization package they can be included.

Mayor Dermer asked if the Commission does nothing on this, is the City included on this package.

Commissioner Cruz asked exactly when they need to vote, and expressed feeling manipulated.

Mayor Dermer asked for a clear answer from the correct person that could be held liable for this answer.

Commissioner Barriero stated that Danny Alvarez, Director of Traffic for Miami-Dade County, is the responsible person.

Commissioner Steinberg asked where the line for the east-west corridor is and how far it will go.

Wilson Fernandez, Project Manager for the Bay Link representing the MPO, spoke. He stated that the MPO is the governing body that oversees transportation's policy and planning. The MPO governing board is a 21 member board made of Miami-Dade County Commissioners, City elected official as well as citizens. He stated that there is a reauthorization bill in Washington that will take place in October 2003. This authorization is a for six year period. He explained that this means the City's needs for projects needs to be identified in the reauthorization bill to be eligible for funding during the six-year cycle. He stated that for the east/west corridor the locally preferred alternative selected to date is heavy rail for the segment from the Port of Miami to the Palmetto Expressway. The Miami Beach portion was studied but did not make it into the locally preferred alternative. There is no LPA for the Miami Beach project.

Mayor Dermer asked if there is no action taken today, what will be the effect.

Jorge Gonzalez, City Manager, stated that two separate projects are being discussed. The Bay Link is not the same as the heavy rail east/west corridor project.

Wilson Fernandez stated that if the project is not authorized within the six years, the City is not in.

Miami-Dade County Commissioner Barreiro confirmed that the County is asking for the reauthorization for the entire east/west corridor from FIU to Miami Beach Convention Center. The County is asking for the highest level of funding.

Commissioner Bower asked if later the City does not want heavy rail and wants light rail, can it be done.

Wilson Fernandez stated that this is correct.

Mayor Dermer stated that he has been misled and he is very disappointed.

Meeting adjourned at 4:39:21 p.m. for a five minutes recess.

Meeting called back to order at 4:53:34 p.m.

Mayor Dermer stated that he spoke with Danny Alvarez on the phone and asked him to come to the meeting. He stated that Mr. Alvarez said the authorization is very different than being married to the technology and you do not have to decide immediately how to spend the money.

Gary Knight, member of the Transportation and Parking Committee, spoke from Mr. Bruce Reich, President.

Mayor Dermer read a letter into the record from LaGorce and Pine Tree Association, from Mr. Bruce S. Reich, President.

Frank Del Vecchio, from the Citizens Action Committee, spoke on four technical issues that need to be appraised:

1. This Commission does not have power only input with the MPO.
2. Even if MPO agrees to be bound by conditions from Miami Beach, the Citizens Independent Citation Trust needs to accept it.
3. Light rail can be an effective way of transit but the issue is, is it needed in Miami Beach and is it needed now?
4. Having examined the plans and read the documents, he is persuaded that the light rail system all the way to Ft. Lauderdale using the FEC railroad track is the most acceptable one.

Commissioner Gross stated that he had asked the City Manager to send Frank Del Vecchio's proposal to the consultants as an alternative that will reduce traffic on the beach.

Bob Miiddaugh, Assistant City Manager, explained that there is no foundation to expand the east corridor because there is no project to connect.

Commissioner Smith stated that the FEC line does not run along Biscayne Blvd.

Benita Argo spoke.

Erika Brigham spoke.

Gary Knight read a memo from the Transportation and Parking Committee.

Mike Burke spoke.

Joe Fontana spoke.

Cheryl Gold spoke.

Linda Grosz, President of the Venetian Island Homeowners Association, spoke

Kent Harrison Robbins spoke.

Leonard Wein spoke.

Mayor Dermer introduced Mr. Alvarez and asked him to give his full title.

Danny Alvarez stated that he is the Executive Director of the Office of Public Transportation Management for Miami-Dade County.

Mayor Dermer asked Mr. Alvarez how long the City has to make this decision.

Danny Alvarez stated that there are no set deadlines for the City to make this decision. He clarified that there are three different tracks for this project: 1) the federal legislative process known as "authorization" where Congress authorizes the surface transportation program for the United States highway and transit for six years at a time, he explained that we are currently under the authorization of 1997 known as T21 (Transportation Efficiency Act for the Twenty First century); this authorization expires on September 30, 2003; 2) the second federal legislative process known as the "appropriations request," and 3) the project development process. This process first requires a "transitional study" which was done in 1992, and then an "alternative analysis" is required. This analysis is part of an entire corridor starting at FIU west campus going north and then east through the airport, the Orange Bowl, downtown Miami and ending at the Miami

Beach Convention Center. That process is what is called the Draft Environmental Impact Statement (DEIS). This impact statement was a multimillion dollar project and because of that, it was divided into three segments. There is a segment called the minimum operable segment from the Palmetto Expressway to the Port of Miami. He explained that this segment advance into the Final Environmental Impact Statement (FEIS) and the Locally Preferred Alternative (LPA). This is what this Commission is faced with at this time. The two other segments from Miami Beach to downtown Miami and from the Palmetto Expressway to FIU did not go any further than the Draft Environmental Impact Statement study (DEIS). The federal government approved the first segment in 1998 by issuing a record of decision. This called for a heavy rail technology and the routing of it was approved in 1998.

Mayor Dermer stated that the information given to the Commission was that the window was closing and that the City had to decide on the technology within a short period of time. He asked Mr. Alvarez how long the City has to make the decision in that context.

Mr. Alvarez responded that in that context the City has almost six years to make a decision that has not been made, and if the corridor is reauthorized as the County has requested, the City has six more years to make this decision.

Commissioner Gross asked Mr. Alvarez when the City can request the appropriation assuming that the reauthorization occurs.

Mr. Danny Alvarez responded that this could be done on a yearly basis. Legally it can be done at anytime during the six years but the sooner the decision is made and the sooner the City receives the funding, the less the project will cost because of the inflation of construction costs.

Commissioner Cruz stated that the MPO is rapidly losing credibility with this Commission.

Jorge Gonzalez, City Manager, stated that he feels the same frustration and that it might be helpful to invite the MPO representative to speak. He added that notwithstanding what Mr. Alvarez said (and he agrees with everything Mr. Alvarez said), for some reason a project called Bay Link was begun. This project was begun at the MPO level and went through a DEIS study and it was presented to the City for evaluation. This City was presented with a project and this City is being told to make a decision that the window is closing. He stated that he is hearing from Mr. Alvarez that in the Miami-Dade County's request they have included the east-west corridor. It does not specifically say Bay Link but as the City further refine this element of the east/wet corridor that will be determined. He suggested that it will be helpful to hear from the MPO where we are in the process.

Mr. Jose Luis Mesa, Executive Director of the Metropolitan Planning Organization (MPO), stated that the MPO is an independent board. It is a state board formed by the Miami-Dade County Commission, with representatives from the school board from cities with a population of 50,000 or more and other members. This is a 21 member board and it contracts with Miami-Dade County for staffing services. He explained that in August 2001, the MPO board requested this study be done to advance this project and this is the development process this Commission is in now. The time lag of the project was to do all the steps necessary to bring the project to a conclusion near the time that the federal process was going to be reauthorized so that the project could be advanced faster.

Mayor Dermer stated that this has nothing to do with there being a lack of funding; this was a personal timeline by the MPO.

Mr. Jose Luis Mesa responded that lack of funding is always an issue because there is not enough money for all of the projects in the country.

Mayor Dermer stated that according to Mr. Alvarez the money is there for the east-west corridor and that the City has up to six years to decide the technology for our particular project and to decide if the City wants Bay Link, buses, etc. He asked why is it so hard and why is everyone resisting that so much. He stated that this is a good thing because it gives the City time to understand and explore what will affect the City for the next fifty years.

Mr. Jose Luis Mesa told the Mayor and the Commissioners that if this Commission does not make a decision to go ahead with this project in his mind, it is doubtful that the MPO will act at all. The MPO advanced this project at the request of the Miami Beach representatives at the time former Mayor Kasdin. He emphasized that if this Commission does not want to move this project along his opinion is that the MOP board will not take any decision to override the City. It is strictly the City's decision if they want this project or not. In reference to the window, he stated that it is strictly the timeline of the project; the more active, developed and supported the project is, the more chances of getting a full funding grant agreement. He stated that this is a community and a Commission decision.

Vice-Mayor Garcia asked Mr. Mesa what is the timeframe for the City to make a decision.

Mr. Jose Luis Mesa responded that Mr. Alvarez just testified that it is up to the City as to when to make this decision. It is totally the City's prerogative.

Vice-Mayor Garcia asked what would be the ramifications of not passing this item today.

Mr. Jose Luis Mesa stated that obviously this Commission and this community are not ready to advance with this project.

Commissioner Smith asked how the MPO would view a no vote today.

Mr. Jose Luis Mesa stated that the project will lie dormant until this Commission is ready to follow the project and agreed with Mr. Alvarez's statements.

Commissioner Steinberg asked Mr. Alvarez the status of the east-west corridor and asked at what stage is that process at.

Mr. Alvarez explained that the segment from the Palmetto Expressway to the Port of Miami was advanced to the Final Environmental Impact Statement and a record of decision was issued in August 1998. Had the funding been there the project would have proceeded along to final design and construction, but since there was not funding it laid dormant since then. He continued to explain that now two things need to be done; 1) look at the numbers that were submitted for a record decision, and 2) since at that time the federal court house was being built in downtown Miami and since the alignment was going to be a subway, the federal court house is on the way of that subway and would have to redo the alignment through downtown Miami.

Mayor Dermer thanked Commissioner Barreiro and stated that he appreciates very much him coming and setting the record straight on this issue.

Commissioner Steinberg asked how much flexibility the City has.

Commissioner Gross asked when the City has to make a decision if the City chooses to change the description of what the project is.

Mr. Danny Alvarez said that to have the description changed before the reauthorization takes place, it needs to be done no later than September 30, and probably a lot earlier in April or May to submit an amended application.

Commissioner Gross asked Mr. Alvarez if the City wanted, for example, to have rapid transit buses and extend it to 71st Street, and tie this across the bay to Miami, could the City do that as part of the LPA at this time and change the nature of the request of the reauthorization.

Mr. Danny Alvarez replied that the City could select the bus rapid transit technology, select the routing within the beach, but going beyond the Convention Center may require a supplemental study of the DEIS because this study never looked at going up Collins Avenue.

Commissioner Steinberg suggested asking the MPO to extend it to include all of Miami Beach, so that this Commission has the freedom to address the entire City. He added that the MPO has a timeline as far as the County is concerned and if this Commission is going to extend the project area and broaden the scope of the project to give the City more flexibility; this Commission should request an extension to include all of Miami Beach.

Commissioner Steinberg made a motion requesting Miami-Dade County extend the corridor [east/west corridor] up to the northern boundary of Miami Beach to give the City the greatest flexibility as opposed to terminating at the Convention Center as part of their re-authorization request to the federal government for the Intermodal Surface Transportation Efficiency Act (ISTEA); seconded by Vice-Mayor Garcia. Discussion continued.

Vice-Mayor Garcia requested a friendly amendment by requesting bringing this to a referendum.

Commissioner Steinberg asked if the City of Miami Beach will still be able to determine the Locally Preferred Alternative (LPA). This is to insure that the City of Miami Beach has the final say rather than the County.

Commissioner Bower added that the City should hire a transportation consultant.

Jorge Gonzalez, City Manager, explained that the motion basically asks to defer a decision today and asks Miami-Dade County Commission to amend its reauthorization request to include all of Miami Beach up to the northern boundary. The City Manager stated this is a placeholder. What is next? When and who decides that the City of Miami Beach is ready?

Mayor Dermer stated that the City of Miami Beach should control this.

Commissioner Barreiro will be glad to sponsor the extension at the Miami-Dade County Commission level.

Jorge Gonzalez, City Manager, stated that the authorization element, the FY 2004 Federal Legislative Package (Booklet) prepared by the County's Public Transportation Management Office was approved by the County Commission. The MPO has no jurisdiction in this process because they are involved with tracking the individual projects in the authorization request.

Danny Alvarez stated if the County Commission approves the City's request, the FY 2004 Federal Legislative Package (Booklet) the east/west project description and project limits will be modified to include all of Miami Beach. He also stated that in a separate action the MPO will have to amend the description of the corridor to match the Federal authorization request.

Jorge Gonzalez, City Manager, asked Mr. Alvarez that since the City of Miami has an LPA decision, the City of Miami Beach can make the decision at a future date within the six year period or if reauthorized longer than six years. He asked if this corridor include the Miami side of the equation.

Mr. Alvarez stated "of course."

Commissioner Cruz explained that what has happened is that a project has moved forward and it did not start in November 2002 when the ½ penny tax was passed, but this is a project that has been moving along within the MPO and Miami-Dade County but never came to this Commission. He stated that this is what happens when a Commission is not brought in to decide what is going to happen in their community. Now this Commission is placed in a situation to have to make decisions when there has not been an opportunity to engage the community. He stated that a decision about this City was made elsewhere. He continued to say that any future plan that comes as the result of this motion will now have to require the full engagement of the entire Commission, so that the Commission can go into the community and come back with something the community will embrace. He stated for the record that he has looked at this project and it merits studying, but not at the cost of alienating a community when they have not been properly informed. What could have been a very good project because it did not adhere to an open and clear process has ended up on the scrap board. He stated that hopefully this is what we have learned from this process.

Vice-Mayor Garcia stated that he echoes Commissioner Cruz's sentiments. He stated that he has always viewed Miami-Dade County as a "big brother" because many things are decided at the county level and pushed down to the municipalities. He agreed with Commissioner Cruz that this project merits looking into it because he is a believer of mass transit. He believes it is needed here because this City is no longer the "sleepy community" that used to be. He stated that he was one of the biggest proponents out of this Commission in favor of mass transit. He thanked Commissioner Barreiro for bringing this to their attention. He asked Commissioner Barreiro to take this message to the County Commission; that Miami Beach should not be treated this way anymore. In the past there has been kidding around in reference to a "beach County" and he stated that maybe this is not too far ahead.

Vice-Mayor Garcia added that this is bad and a lot of hesitance and bad credibility has been placed on this project that the City really needs. This Commission needs to provide good quality of life with a pollution-free transportation. He thanked Commissioner Barreiro and Mr. Danny Alvarez and asked them to take the word back to the County Commission that City of Miami Beach Commission is not happy.

Commissioner Steinberg asked if the City should ask the MPO first and then the County.

Jose-Luis Mesa stated that if the City wants this to be part of a project which will eventually be funded with federal funds, it needs to go through the MPO process to at least have the MPO concur with what Miami Beach wants to do.

Commissioner Steinberg amended his previous motion to refer the request to County Commission and the MPO.

Commissioner Smith asked if the proposal envisioned deals with bus rapid transit, light rail bus, or light rail.

Commissioner Steinberg stated that it should study all forms of communications.

Jorge Gonzalez, City Manager, asked if the City is to continue on with the (Draft Environmental Impact Statement (DEIS).

Commissioner Steinberg modified his motion to ask the MPO to extend the DEIS to cover all of Miami Beach.

Commissioner Barreiro suggested authorizing this language to include the entire Beach, but don't specify the technology.

Commissioner Gross asked if the City could not pick a locally preferred alternative in South Beach and not specify a mode of transit whether it is BRT (bus rapid transit) or LRT (light rail transit) just pick the LAP and decide the mode of transit later. If there is an advantage to picking the loop in South Beach to the Convention Center and specifying the technology afterwards maybe that is something the Commission could consider doing.

Jose-Luis Mesa stated that when the Locally Preferred Alternative (LPA) is chosen the mode is also chosen at the same time.

Commissioner Gross amended the motion by suggesting that rather than doing a DEIS extension [the current DEIS] at this point, that the City of Miami Beach engage its own mass transit consultant and fund it out of the transportation tax or the MPO to fund the consultant.

Commissioner Garcia stated that may be this should go out to a referendum.

Handout or Reference Materials:

1. A Better Public Transit Alternative than Bay Link: The "Northeast Corridor Light Rail Transit Extension from Downtown Miami Northeastward Paralleling Biscayne Blvd. /Route I. Report prepared by Frank Del Vecchio, Miami Beach, Chairman, Citizens Technical Advisory Subcommittee on the Bay Link Study, March 10, 2003
2. Letter from Ms. E. Donnelly to Mayor David Dermer and Commissioners dated March 10, 2003.
3. Letter to Mayor David Dermer and Commissioners from the La Gorce/Pine Tree Homeowners Association and the Alton Road Homeowners Association signed by Mr. Bruce S. Reich, President of La Gorce/Pinetree Homeowners Association and Mark E. Butcher, President of the Alton Road Homeowners Association.
4. Gary Knight's statement about Bay Link on behalf of the Transportation and Parking Committee dated March 10, 2003.
5. Color Slide Presentation-11 pages
6. Bay Link, Baghdad, and The World-Class City Regions of The Future: Greater Miami Beach/South Florida Leadership in The Planned Quest for Paradise Regained---Back to the Future With a Light Rail System Connection Between Miami Beach and Miami, or Forward to the Past with More Cars, Congestion, and Gridlock? By Marty Evans, Director, CBA Group and the Miami Beach Device Project.
7. Notice of Ad in Miami Herald
8. Notice of Ad in Hola Amigos
9. Notice of Ad in Tiempo Nuevo
10. Notice of Ad in La Voz de Miami Beach
11. Notice of Ad in Art Deco Tropical

Meeting adjourned at 6:57:40 p.m.

End of Regular Agenda