

PALM BEACH COUNTY
CITIZENS TASK FORCE

Thursday, February 6, 2003
2:29 p.m. ? 3:48 p.m.
100 South Australian Avenue
West Palm Beach, Florida

Reporting:
Shirley King
Notary

Public

A T T E N D E E S

Wesley Blackman, Vice Chair
D.J. Snapp, Chair
Joanne Davis
David Carpenter
Isabella Fink
Stephen Dechert
Bruce Kaleita
Rosa Durando
Carmela Starace
Frank Palen

Aimee Carlson, Senior Planner, Zoning Division
Lenny Berger, Esquire, Assistant County Attorney
Dan Weisberg, Assistant Traffic Director
Bruce Thomson, Planner II
Barbara Alterman, Executive Director PZ&B
George Webb, County Engineer

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P R O C E E D I N G S

(Call to order/Convene as the Citizens Task Force at 2:29 p.m.)

MR. SNAPP: We're going to go ahead and start the meeting and call the roll. What we'll do is, we'll just proceed with the meeting and when we get a quorum, we'll announce that we have a quorum. And at that point in time, we can have motions and at that point in time we can move the business, which we'll do at the end of the meeting anyway, for the organizational meeting we'll have at the end.

Is that okay with you, Mr. County Attorney?

ASSISTANT COUNTY ATTORNEY BERGER: It's okay with me.

MR. SNAPP: Okay, then let's do it. Would you call the roll, please?

MS. SMITH: Joanne Davis.

MS. DAVIS: Here.

MS. SMITH: David Carpenter.

MR. CARPENTER: Here.

MS. SMITH: Karl Kahlert.

(No response.)

MS. SMITH: Barbara Noble.

(No response.)

MS. SMITH: Henry Deibel.

(No response.)

MS. SMITH: Isabella Fink.

MS. FINK: Here.

MS. SMITH: Stephen Dechert.

MR. DECHERT: Here.

MS. SMITH: Dee Primm.

(No response.)

MS. SMITH: Bruce Kaleita.

(No response.)

MS. SMITH: Ron Last.

(No response.)

MS. SMITH: Mark Williams.

(No response.)

MS. SMITH: D.J. Snapp.

MR. SNAPP: Here.

MS. SMITH: Wes Blackman.

MR. BLACKMAN: Here.

MS. SMITH: Rosa Durando.

MS. DURANDO: Here.

MS. SMITH: Carmela Starace.

MS. STARACE: Here.

MS. SMITH: Maury Jacobson.

(No response.)

MS. SMITH: Wayne Fish.

(No response.)

MS. SMITH: Carl Miller.

(No response.)

MS. SMITH: Bill Cauble.

(No response.)

MS. SMITH: Paul Wedell.

(No response.)

MS. SMITH: Steve Bruh.

(No response.)

MS. SMITH: Marc Wiener.

(No response.)

MS. SMITH: Kent Wilmering.

(No response.)

MS. SMITH: Frank Palen.

MR. PALEN: Here.

MR. SNAPP: We have nine, correct?

MS. SMITH: Nine present.

MR. SNAPP: If we're going too fast or you need somebody to restate something, just wave your hand and I'll try to pay attention.

MR. CARPENTER: Related to the roll call, before we finish with that, I wanted to make a suggestion or a motion, or whatever is applicable, that anybody that said they were going to be here today that's not here get an unexcused absence, because we don't have a quorum. There's got to be something to this.

MR. SNAPP: Well, we can't make a motion anyway.

Even though we're motionless, Aimee, you want to go ahead and get us started.

MS. CARLSON: Actually, I'm going to just turn it over to Lenny. Lenny's going to talk about the TPS Amendment while George and I talk about something else, and then George is going to come back.

(ULDC Amendments- Traffic Performance Standards Amendments.)

ASSISTANT COUNTY ATTORNEY BERGER: Actually, all I had was some very small changes that I read to you all that elicited much of a response at the last month's meeting. And there was just one more that I wanted to give to you today and it is on page 15-48. And to be quite honest with you, I might have read it in last time and I don't remember, but to be absolutely certain, I want to know that you've got it today.

And it is under "C" where it says, No Study Needed, where it says -- and you can see it on the first line of the residential subparagraph, nonresidential subparagraph --

MR. CARPENTER: Now this is in the stuff that we got last time?

ASSISTANT COUNTY ATTORNEY BERGER: Correct. The one I'm looking at has a blue cover. Before you bother to turn to the page, what the original language was, was a new residential project generating fewer than 20 gross peak hour trips, and it needs to say, fewer than or equal to 20 gross peak hour trips.

MR. BLACKMAN: With the residential and nonresidential?

ASSISTANT COUNTY ATTORNEY BERGER: And the amendments subparagraph.

I think the only thing that the Committee asked of us was a comparison chart that Dan prepared that I trust you all have and I trust you all understand.

MS. DAVIS: Oh, yeah, sure.

MR. BLACKMAN: You shouldn't be so trusting.

ASSISTANT COUNTY ATTORNEY BERGER: I was kind of hoping you would explain it to me also.

I really do have to defer to Dan or George on this. I can tell you that this is a study that was looked at several months ago by the Traffic Performance Standards Committee and what it showed essentially is that -- it really -- George, you can probably --

MR. WEBB: No, you go ahead.

ASSISTANT COUNTY ATTORNEY BERGER: -- that you really can't say as a matter of course that changing from average daily trip to peak hour is going to be detrimental to each and every project; certain kinds of projects on certain kinds of roads would be better than others. And maybe George can highlight a few of them for you.

MR. WEBB: And we apologize that it didn't incorporate any kind of tier or anything down at the bottom. The last column on the right-hand side -- and we're all looking at the same thing here -- is daily volume to capacity ratio. So we ranged them in descending order, just so you can see what it was.

Daily volume to capacity, to give you an idea what that means, if a capacity of a six-lane road is sixty thousand and we go out there and we put road counters on it and we count seventy-five thousand on it, we take this ratio of seventy-five thousand divided by fifty thousand, equals 1.5. So that's how we get it. We take the actual traffic count compared to the actual capacity and divide those two numbers and that produces this ratio. Anytime that the volume is over the capacity, the road is experiencing increasing congestion and doesn't meet the standard that we have adopted in the Comprehensive Plan.

So, again, when you look at it, these supposedly are our most congested and worse lanes on a daily basis, in looking at them in the right-hand side. So that's how you read this chart.

What was asked at the last meeting was, well, we're getting ready, and you guys have before you, the potential shift of going from the daily standard to a pure peak hour standard. And the concern was, well, gosh, is that going to be better or worse? Depending on how you want to look at it.

Is it going to show about the same thing or is it not going to show the same thing? So what we did was publish -- and I'm going to just look at the next column next to that, that p.m. peak 2, for example, p.m. being afternoon peak hour. So on Glades Road, the very first one, the ratio of the actual traffic during the p.m. peak hour as compared to the p.m. peak hour standard, that ratio is 1.24. So as you can see from the standard of peak hour to daily on that one, peak hour appears to be, for lack of a better term, more lenient, as far as that standard. But if you drop down immediately to the next one, Haverhill Road north of Cresthaven, on a daily basis we say it's 32 percent -- that's that 1.32 -- 32 percent over capacity. But on a peak hour basis, it's 47 percent over capacity. So all that means is it's more heavily used during the peak hour. So on that one, if you have a peak hour standard in place, it shows it's worse than if you were testing it against the daily standard. So that's what the two columns on the right, you just compare and you just keep going

down.

But overall we've looked at probably -- and there's more of them that we looked at than this list, but this certainly gives you a representation. We found, I think, out of about a hundred, that two-thirds of the time, that the peak hour number was less than the daily number. So from that standpoint, if you want to say, oh, then peak hour is more lenient, then that's what occurred two-thirds of the time. But you can look at some of the comparisons that I'm looking at, just a few down, about six or seven down, you've got 1.16 on a daily basis and 1.12, and then 1.14 and a 1.12, and then you got a 1.13 and a 1.16. So even those that are, you know, pretty close together, there's not much difference from the standpoint of, well, one's a little higher, one's a little lower. The answer is still about the same as far as when you do the analysis about who's going to come in and get an approval to be able to go forward on a given road link or not.

What's more interesting, is when you get down to the lower part of this table, the daily numbers in the 1.06 and 1.07 range matched up with some peak hour numbers that are less than one, showing that during the peak hour, when we're mostly considerate as far as when there's congestion that you might or might not be experiencing, then that road operates okay during peak hour. These counts that we're taking down here are saying that the peak hour is less than our standard so there's room to put more traffic on it. If you were just using a daily number, you would see, oh, I'm 7 percent over, or 6 percent over, and I shouldn't be allowing any more traffic on that roadway.

MR. CARPENTER: What's the p.m. peak 2 that you were using? What's the number before that, p.m. peak?

MR. WEBB: We've got p.m. peak and an a.m. peak. Let me look over here and see if I can figure out what you're talking about.

MS. DURANDO: Without the 2. P.m. at peak and p.m. at peak 2.

MR. WEBB: If you'll look over in the middle part of the table, what appears what we have is a directional number and a two-way number.

MR. CARPENTER: Oh, okay.

MR. WEBB: If you'll go over and look in the peak a.m., Volume 1, 2558, on that first line, that would be the peak direction number. During that same hour, the combined direction number produced 5,065. So if you're looking at -- the p.m. peak 2 relates to the combined both direction of traffic, as far as this comparing against the standard.

MR. CARPENTER: The p.m. peak by itself would measure, like say, for example, if it was a morning, it would measure the traffic headed east; is that correct?

MR. WEBB: North, south, east, west, depending on where the count was.

Typically if you're out west, that certainly would be eastbound traffic for the morning and westbound traffic for the afternoon.

So let me just take the first one, Glades Road.

MR. CARPENTER: All right.

MR. WEBB: I'll just go across. The first number, the capacity is the daily capacity. That's the 48,900.

MR. CARPENTER: For the level of service standard?

MR. WEBB: For the level of service standard, right.

The peak hour standard on a daily basis is 2580.

The next one, the peak hour standard as far as directional, so that's a directional standard. Then you go 4550 is the peak hour standard for two-way.

Now we compare. The next one is the a.m. peak, as far as that number is 2558. So the heaviest direction, I'm going to assume Glades west of I-95, is probably eastbound, is 2558. And if I compare that against the 2580, it's going to be real close to that.

If I continue on in the table, the one, two, three, four -- fifth column shows a 0.99. The 0.99 should be the 2558 divided by the 2580. So you can see where the table is taking the two numbers from the column. And I should probably just tell you, the number of the column is numbers six divided by numbers five and whatever.

The same thing for the peak a.m., Volume 2. That means there's 5,065 cars out there going both directions in the a.m., and that compares against the standard of 4550. So you take 5,065 divided by 4550 and the answer to that division is over here in the fourth column from the right, 1.11. So you can successfully do that.

Now we're on to the p.m. 2777 is the highest direction. That would be heading probably westbound in the afternoon at this location. You divide that number by the 2580, you end up with the 1.08. And then you've got finally the 5631 is the two-way count in the afternoon. And you divide that by the 4550 and you end up with the 1.24.

So I apologize for not showing you how all that works, but that's the numbers that you want to look at. So we got directional numbers, we got two-way numbers. Both of those are in the -- both a.m. and peak hours -- p.m. peak hours. And then you have the daily number in there, as far as being able to show what that daily volume capacity is.

MR. BLACKMAN: Question. And I hope this doesn't overcomplicate things. But how many of these lengths are subject to cralls and how does the different way of measuring, versus average and peak hour, does that affect any kind of cralls designation?

MR. WEBB: Any cralls designation produces its own capacity. And if you look in the first column, it would have a different number that would stand out. And, frankly, I don't see any. The big number, what, about seven down is 60,100. I'm looking at the Capacity 101, that column. And I'll just tell you, just typically the 48,900 is a standard capacity of a six-lane roadway, the 15,600 is the standard capacity of a three-lane roadway, 32,500 is the standard capacity of a four-lane roadway, 14,900 is standard capacity of a two-lane roadway. So when I scan down here, the first one that sort of stands out is the 60,100. But that's the standard capacity of an eight-lane roadway, which Okeechobee is.

MS. DURANDO: Where is that now?

MR. WEBB: The seventh one down. And you see the 60,100 in the first column?

MS. DURANDO: Yes, yes.

MR. WEBB: So that's saying that that's the standard.

So when I look at these lengths that we've given you, these are pretty much standard capacities and therefore there are no special cralls capacities on any of these lanes, so...

MR. BLACKMAN: If there were, how would this new standard impact that? Would it aid or be a difference in how cralls are designated, or anything --

MR. WEBB: Hopefully -- and if we have them, we're going to have to come up with them. But typically when we've been adopting a cralls, it's been -- let me just take you through an example.

If we were trying to adopt a cralls on Okeechobee, where it's 60,100, we would have said, the new standard is seventy thousand, from a daily basis. But we would have also said that the peak hour standard associated with that sixty thousand typically is 5590. I'm over in the third column now.

We would say the new peak hour standard is now seven thousand. Okay. So we would adopt two sets of numbers. When we would then prepare the table, those two numbers would be the adopted capacity for that roadway. It's special and different. But those are the numbers that we would then compare the actual ground counts to the actual adopted capacity that's in the Comprehensive Plan.

MR. BLACKMAN: And for any existing cralls roadways, you would just continue to go by average daily?

MR. WEBB: If we go to the peak hour standard, we're going to have to develop -- and I'm not sure how many we have.

I'm looking to Dan to find out. The majority of the cralls that we've adopted have both daily and peak hour numbers already in there. So if we go to peak hour standard, we're just going to go and compare against peak hour as part of that.

MR. WEISBERG: We've had a default peak hour standard for probably within the last six or seven years now.

So most of the cralls we've developed in the last six or seven years all have the peak hour numbers. But the difference is, the peak and the daily needs to be directly related by a factor, whereas now we're using actual peak hour numbers. So just like for any road that's not a cralls, it may be better or worse, depending on, you know, what the VOC's are.

MS. DURANDO: Why are there two blanks on six hundred feet east of I-95?

MR. WEBB: I have no idea. That entry is the particular count as far as directional and we only had just the two-way volume as far as that number is concerned.

MR. SNAPP: Let the record reflect that Mr. Kaleita has arrived and we have a quorum.

(Quorum established.)

MR. SNAPP: I think -- I'm just trying to get to the bottom line. It looks like, in some particular instances the

change in standards will be positive in some particular instances and negative in the others. But overall it looks like it's no great difference.

MR. WEBB: I agree. Depends on what side you're looking at it.

MR. SNAPP: And any particular intersection or particular stretch of road might be positively or negatively effected. But it looks like, in terms of changing the standard system-wide, it isn't making much of a shift whatsoever.

MR. WEBB: We agree with that. And I think that would be an assessment of the TPS Committee as well.

MR. SNAPP: Moving right along.

MR. KALEITA: You guys did two of them before I arrived?

MS. STARACE: He explained this.

MR. KALEITA: I'm just kidding.

MR. SNAPP: We covered the chart and covered the roll. We couldn't have any motions or anything until we got a quorum.

Okay. You want to proceed?

ASSISTANT COUNTY ATTORNEY BERGER: That's really all we had, to respond to what the Committee asked for last month. So I guess we're open for questions.

You did ask for definitions for the K Factor and the D Factor. And I apologize, we did not get these to Aimee. I brought them and I can read it to you. If you want to see it, we can make copies.

MR. SNAPP: Why don't you read it first.

ASSISTANT COUNTY ATTORNEY BERGER: The D Factor is the directional distribution factor used to develop directional traffic volume from a two-way peak hour volume. This factor shall be used based on actual data or as provided by the FDOT in its 2002 Quality Level of Service handbook.

The K Factor --

MR. SNAPP: Let's see if anybody's got any questions about the D Factor before we get two definitions.

MR. WEISBERG: The D Factor wouldn't be an issue if we have a number.

MR. WEBB: Let me just show them how a D Factor would apply.

MR. WEISBERG: I was just going to do just a simple example from five to six on a particular roadway. The two-way volume is 2000, you have 1200 cars going one way and 800 cars going the other way. That split between the two, that's the D Factor -- as compared to the other way.

MS. STARACE: So the D Factor is the difference between cars going different ways?

MS. DAVIS: Why doesn't the definition just say that?

MR. CARPENTER: The D Factor allows you to take the 2000 and multiply it times the factor and come up with the directional standard; isn't that right?

MR. WEISBERG: Well, the directional number. The standard is set.

MR. CARPENTER: Number, directional number.
And then the K Factor lets you turn daily into the peak hour. Okay.

MR. SNAPP: That's just for updating numbers, right?

MR. WEISBERG: I mean, we're going to use actual numbers. If for some unusual circumstance we don't get a daily, we would use the K and D Factors to come to that new peak hour standard. But in virtually every case we're going to have the actual numbers.

MR. SNAPP: And the other thing I heard was that if you don't have them, then you'll use the DOT standards.

MR. WEBB: And please understand, these go way back in traffic engineering to the time where when you put the road counters out; you made sure you were there at one o'clock in the afternoon to start the counter and then you had to come back at one o'clock the next afternoon and take the number that was on the counter. And that was what you got; you got one number off that counter. That was the old days.

Now they all got their little computer chips in there and we count every five minutes and get a computer printout of all these numbers and have more information than we ever wanted.

But it was sort of like, okay, if all I had was the ability to know that there was 10,000 cars out there in the day, how do I estimate how many were going to be in the peak hour, and from that, how many were going to go in certain directions? So various factors were proposed and used in the traffic engineering business as far as how to do that.

But with actual counts, it's like what you have in front of you on that table, you know, there is no reason to calculate or make up a factor. It is what it is based on the actual counts that we've got out in the field.

But, as Dan said, if for some reason we don't have the breakdown, we can derive it, as per using those factors, based on what's in there.

MS. DAVIS: I have a request. Can we please have the definition in plain English? This doesn't say anything to me, the directional distribution factor used to develop directional traffic volumes from a two-way peak hour volume.

To me it's gobbledygook. What Dan said made absolute perfect sense.

MS. STARACE: Except he said it was the difference, but it's the sum of.

MR. SNAPP: What you have in the definition, what you have included is the differential. But this doesn't say differential anywhere.

MR. WEBB: Dan, using your example in this definition, do a calculation and develop a D Factor based on your number.

MR. SNAPP: Just include an example underneath.

MR. WEISBERG: I'll give you an example. A thousand cars on such and such a roadway. If the D Factor is 0.6, it'll be 600 cars going in the peak direction.

MR. SNAPP: What I'm saying is, if you incorporate right behind this little paragraph, for example, an e.g. or whatever, and then you show, gross to two thousand, eastbound

twelve hundred, westbound eight hundred, the differential is four hundred and the D Factor is, and then show us the formula, how you got it.

MR. WEISBERG: We can do that. Or when we do the automated thing that Aimee's going to be doing for the next week, I guess, I'll link to an illustration. We can do it at that time.

This is like Traffic Engineering 101. And any guy who's supposed to be doing a traffic study sign and sealing doesn't know this?

MS. STARACE: But I don't want to be an engineer.

MR. WEISBERG: The only people who do traffic studies have to be engineers, who sign and seal a traffic study.

MS. STARACE: If I have a small piece of property, I have to hire an engineer to get through this whole thing?

MR. WEISBERG: But you have to regardless, or we won't accept the traffic study. You have to be a resident engineer to submit a traffic study.

MR. WEBB: That's been in the rules since the inception of TPS.

MR. KALEITA: Can I make a suggestion? I'm in favor of clarity. I just wrote something down and I realize all of a sudden that maybe this is something. I wrote down, the factor determines the percentage of the total trips in the project which is assigned to each direction on the roadway at the exit.

Isn't that what you're saying?

MR. WEISBERG: At the exit?

MR. KALEITA: Yeah. I mean, whether it's an exit to a development, it's a roadway, it determines the percentage of total trips going in each direction.

MR. SNAPP: It's not about an interconnect. This is the load on the road at a particular point.

Getting back to Joanne's point, is this, when you said the term "differential" and you pointed it out and you described it, this definition does not say anything about difference. It says, directional distribution, but it doesn't say anything about the difference in the two directions.

MS. DAVIS: Well, one of the problems that I have many times with ordinances is that nobody can read them. If somebody from the public wants to better understand what the rules and regulations are because it's having some sort of an impact on them, then they have to play some kind of round about game with the bureaucracy to find somebody to explain to them what this all means, and it's very difficult. And I don't see why there should be any resistance to making these ordinances very clear.

MS. DURANDO: Because then you have no loop holes.

MS. DAVIS: Wouldn't that be novel.

MR. SNAPP: No cynicism today.

MS. DAVIS: I'm just asking for clarity. I don't see why there should be any resistance to doing that.

MR. SNAPP: Are you going to clean it up?

MR. WEISBERG: Sure.

MR. SNAPP: Or at least put an example or something.

MS. DAVIS: Yeah, that would be fine. Something where somebody could say, oh, okay, that's what that means.

MR. SNAPP: Okay. Having beat that to death, you want to go to K? This is the K Factor definition. Why don't you tell us the kindergarten explanation before we read it.

MR. WEISBERG: Ten thousand cars on your road. The K Factor is 0.1. So the peak hour traffic is one-tenth of the ten thousand, or a thousand.

MR. SNAPP: And that's determined by?

MR. WEISBERG: There are statewide averages which are in this FDOT manual if you don't have them, or you can calculate them directly from the actual count. If you have the actual count, you wouldn't need to calculate them.

So, once again, the intent is, if you don't have the peak hour --

MR. SNAPP: My suggestion would be to incorporate an example, just like you've done on the first one.

You have a question, Bruce?

MR. KALEITA: Are you saying that this K Factor is the percentage of that peak hour traffic use to total daily traffic at any particular hour?

MR. WEISBERG: During the peak hour.

MR. KALEITA: The percentage of peak hour traffic use, oh, at any particular hour.

MR. WEISBERG: No, not the last part. We don't care about -- or the second highest hour, fortieth highest hour. It's just a factor to get from the average daily to the peak hour.

MR. SNAPP: Fortieth highest hour would require a new map.

MR. WEBB: Dan, again, please take the numbers right off the table and show them how to calculate a K Factor from the numbers.

MS. DURANDO: Is the K Factor once a day or twice a day?

MR. SNAPP: Once.

MS. DURANDO: What hour is the peak hour?

MR. CARPENTER: The peak hour in the morning is between six and nine.

MS. DURANDO: Is it just morning or just afternoon?

MR. CARPENTER: Afternoon has peak hour too.

MS. DURANDO: Is it an average of both peak hours?

MR. WEISBERG: There are generally two used. In most cases in Palm Beach County, the p.m. is the higher of the two.

MS. DURANDO: So that's what you're calculating from the p.m. for peak?

MR. SNAPP: You're picking the highest one no matter --

MR. CARPENTER: If I could just give you just a regular old answer for what I think is the answer. You're asking about the K Factor?

MS. DURANDO: Yes.

MR. CARPENTER: The K Factor if you have the -- in the morning, if you have the volume that is traveling on that road in the morning, you can multiply the K Factor times that

and find out what the peak hour was.

MS. DURANDO: And you do it in the morning or the afternoon?

MR. CARPENTER: Which do you want? You have a peak hour morning and a peak hour afternoon.

MR. WEISBERG: You have to understand, that in 99 percent of the cases, we're going to have the actual number. We're only going to use this factor when we don't have it and we only have the daily. So it's probably actually the p.m. peak is the factor.

I'll do the example. The top one, Glades Road, first set of numbers, forty-eight nine, that's the --

MR. CARPENTER: It's the level of service of, I think.

MR. WEISBERG: Just use that one for an example anyway.

Say there was a volume. The fourth line over, that's the a.m. two-way volume -- no, I'm sorry -- the fifth one over is the a.m. two-way volume, which is 5,065.

MR. CARPENTER: So it's almost like 0.1, like you said.

MR. WEISBERG: Yeah. So that's roughly 11 percent of the forty-eight thousand number, so the K Factor would be 0.11.

MS. STARACE: You really got that. That was good.

MR. WEISBERG: Make sure I'm dividing the right number.

MR. WEBB: 5,065 as a percentage of forty-eight nine.

MS. STARACE: If you guys are having a problem, what do you think --

MR. WEBB: Unfortunately, he took the capacity number --

MR. SNAPP: He said he was going to use that.

MR. WEBB: If you look over -- and it's really the sixty-six --

MR. SNAPP: So the factor is really like 0.87.

MR. WEBB: It's 0.85, right, exactly.

And nationally, just so you know, 10 percent of the traffic is typically the number that's used in this County, because there's more traffic during off-peak hours. Think about all the retirees that are out on the road driving off peak, that our typical peak hour ratio to daily is less than 10 percent. So there's more traffic that occurs in the off-peak hours.

So in the same amount of cars in a heavily "work area only" type environment, you get the 10 percent. Here that same amount of traffic would occur during the peak hours.

But during the off-peak, there'd be more people out, so your daily number would end up looking bigger than that other area.

MS. STARACE: Is that in the winter or the summer?

MR. WEBB: Typically winter we're looking at peak hour during the peak season as far as that is concerned. But I'm just trying to give you an order of magnitude as to how the two are used.

MR. SNAPP: We got the definitions we asked for and

we've asked them to include examples, we got the chart we asked for. Is there anything else we are asking before we come to some kind of conclusion on this?

MR. DECHERT: Just a curiosity question. On page 15-3 under Average Daily Traffic it says, the Average Daily Traffic established by the counts of Palm Beach County shall not include Friday counts after 8 a.m. And then on page 15-37 it says, the counts are to 9 a.m.

MR. SNAPP: So which typo is wrong?

MR. WEBB: We got your first one. Where did your second one come in?

MR. WEISBERG: The second reference describes what peak hour is during the other days. You're supposed to study the time from 7 to 9 a.m. peak. The earlier reference under definitions says, don't take counts on Friday because Friday is not a normal day for taking counts. So after eight o'clock, forget about it. So one is when you shouldn't be collecting data, the first reference. The second reference is defining what the peak hour is, the morning peak hour.

MS. STARACE: And how would I know that?

MR. WEBB: Well, we think it's fairly clear when you read to --

MR. WEISBERG: Well, maybe it should say, not Friday period, because --

MR. WEBB: Again, the language on page 37 talks about when to take counts.

And in essence, if we allowed counts on Friday, it skews it upwards. Friday is the heaviest traffic day; more traffic if we look at all of our counts.

MR. SNAPP: It would be simpler and easier to understand if you just said, don't do counts on Friday.

MR. WEBB: We understand. But if you look on page 37, that's what it says, we don't want you out there counting on Fridays and we don't want you out there counting on legal holidays. The one on -- the intent is, the language on 15-37 is, you know -- again, I'll just read it, counts shall be made during any continuous two-hour period on a weekday sometime between six and nine in the afternoon (sic) and four and seven in the afternoon. Now maybe a comma should be there, except Fridays. We don't want you out there taking any counts on Friday; no four to seven or no -- excuse me -- no six to nine and no four to seven. So that phrase -- but I don't know if it's a comma we're missing.

MR. SNAPP: The way it reads right now, the only counts you could do on Friday would be six to eight, correct?

MR. BERGER: 15-37 is when an applicant is doing their own traffic study. And it talks about establishing a peak hour.

When you look at the definition of average daily traffic, this is when and how the County establishes average daily counts, so it's two different things.

MS. STARACE: Well, unless you're a traffic engineer, you can't be doing your own traffic study anyway.

ASSISTANT COUNTY ATTORNEY BERGER: These are the counts established by Palm Beach County and this is informing everybody that the average daily counts don't include Fridays

after eight.

MR. WEBB: And you're absolutely right. If we looked at the language on page 37 -- if you want to just look at that for a second -- if you said, counts shall be made during any continuous two-hour period on the weekday between 6 a.m. and 9 a.m. for a.m. counts and 4 p.m. and 7 p.m. for p.m. counts, and you put a period, you put a period there, then you would say, however, there shall be no counts on Fridays and legal holidays, unless otherwise authorized or required by the County Engineer.

MR. SNAPP: If we can incorporate that change, everybody is happy?

MR. WEBB: That would clear that up.

MR. SNAPP: Do we have any other mysteries of life?

MR. WEISBERG: We only have engineers in our subcommittee, so we've lost the common sense part totally.

MR. SNAPP: Seeing no questions or comments, is there any from the audience before we entertain a motion on this?

(No response.)

MR. SNAPP: Seeing none, is there a motion?

MR. CARPENTER: Motion to approve.

MS. DAVIS: Second.

MR. SNAPP: Okay. I'm assuming that that would be as presented with the changes we discussed about the definitions including examples and the clarification on Friday counts; is that -- everybody clear on what we're voting on?

(No response.)

MR. SNAPP: All those in favor of the motion --

MS. CARLSON: When you do motions, you need to say who's making the motion and who's seconding it.

MR. SNAPP: The motion was made by David Carpenter and was seconded by Joanne Davis.

MR. KALEITA: Can I ask a question?

MR. SNAPP: Sure.

MR. KALEITA: This doesn't include change in the threshold of significance from 1.5?

MS. STARACE: No.

MR. SNAPP: Any other questions before we vote?

(No response.)

MR. SNAPP: All those in favor of the motion signify by saying aye.

COMMITTEE: Aye.

MR. SNAPP: All opposed.

MR. KALEITA: Aye.

MR. SNAPP: Let the record reflect there was one nay vote by Mr. Kaleita.

MS. STARACE: If you don't understand it, do you vote no or yes?

MR. SNAPP: You vote your conscious.

MS. STARACE: Okay. Then I vote no, too.

MR. SNAPP: We have two no votes. So it passes 8 to 2. The second was Carmela.

MR. SNAPP: Aimee, what do you have next for us?

MS. CARLSON: Are you doing the LDRC?

MR. THOMSON: If you'd like me to.

MS. CARLSON: The next item would be to convene as the LDRC and do the Consistency --

MR. SNAPP: Okay. We don't have anything else we're going to have to be voting on before we go before LDRC?

MS. CARLSON: (Shaking head.)

MR. SNAPP: Okay.

MR. KALEITA: If I could just take a moment. I'd like to apologize for being late. I had an emergency.

MR. SNAPP: We're all happy with you being here because we couldn't do this without you.

MR. KALEITA: I apologize that you couldn't do it earlier without me.

MR. SNAPP: Apology accepted.

(Convene as the Land Development Regulations Commission.)

MR. SNAPP: We will suspend the CTF meeting momentarily and convene the LDRC meeting.

At the moment there is a quorum with the meeting, unless there's an objection. Is there any objection to the ruling of a quorum?

(No response.)

MR. SNAPP: Seeing none, first item on the agenda for the LDRC is the Consistency Determination on the TPS Ordinance. Recommendation from Staff?

MR. THOMSON: The changes are consistent with the Comp. Plan.

MR. CARPENTER: Where's our copies of the Comp. Plan?

MR. SNAPP: In the mail.

MS. CARLSON: We actually went upstairs to try to get some and they're in the process of reprinting it because in December they did the new amendments. So as soon as we get them, we'll provide you with copies. Mine is outdated as well.

MR. KALEITA: I have a question. Wasn't Palm Beach County in the forefront in putting the levels of service in the Comprehensive Plan? I believe I saw levels of service in the Comprehensive Plan in the transportation element. Have you read the transportation element to be sure that this is consistent with any levels of service as set forth in there?

MR. THOMSON: Yes, we have.

MR. KALEITA: And the peak hour standard is set forth in the Comp. Plan?

MR. THOMSON: According to our review, it's consistent with the Comp. Plan.

MR. KALEITA: Well, I'm asking a specific question, which is, whether the peak hour is in the Comp. Plan?

ASSISTANT COUNTY ATTORNEY BERGER: I can answer if you'd like.

MR. KALEITA: Sure.

ASSISTANT COUNTY ATTORNEY BERGER: The Comp. Plan was specifically amended in the fall to accommodate these changes.

MR. KALEITA: Um-hum.

MR. CARPENTER: The Comp. Plan doesn't have numbers, does it?

ASSISTANT COUNTY ATTORNEY BERGER: Yes. It has levels of service.

MR. SNAPP: Are there any other questions?

(No response.)

MR. SNAPP: Seeing none, is there a motion to find consistent or inconsistent?

MR. CARPENTER: So moved.

MR. SNAPP: We have a motion by Mr. Carpenter, finding the proposed ordinance consistent with the Comprehensive Plan.

Is there a second?

MS. DAVIS: Second.

MR. SNAPP: There's a second by Miss Davis.

Any discussion?

(No response.)

MR. SNAPP: Seeing none, all those in favor of determining the ordinance is consistent with the Comp. Plan please signify by saying aye.

COMMITTEE: Aye.

MR. SNAPP: All opposed.

(No response.)

MR. SNAPP: Passes unanimous.

Is there any other business to come before the LDRC?

MS. CARLSON: No there is none.

MR. SNAPP: Since there is none, we will adjourn the LDRC meeting and we'll reconvene the CTF meeting.

(Adjourn the LDRC meeting/Reconvene as the CTF.)

MR. SNAPP: Next item would be?

MS. CARLSON: Next item will be the Annual Organizational Meeting. This is the yellow packet. And really we did the same thing we did last year.

Just behind Attachment 1 is the summary of the work that you did last year. There were actually three ordinances that the CTF reviewed in 2002 which were approved by the Board, the Vacant Lot Ordinance, the General Issues that had School Concurrency in it, and also the Real Estate Sales Offices. There were a variety of other ordinances that the CTF reviewed, which for one reason or the other have not yet been adopted by the Board, including the project aggregation TPS change, and you had started to review the peak hour change in December, ERM changes regarding exotic vegetation, the Northlake Boulevard Corridor Overlay District, the TAPO Overlay District, and finally the Noise Amendment. Actually, we started working on all of those. All but the Noise Ordinance you have completed your work and it's just held up elsewhere. And there's also a chart that summarizes what section of the Code has been changed.

Now last year we had a lot of meetings; we just didn't have the same volume that we had had in 2001.

The next Tab 2 I'm just going to skip over, but it's just for your information and overview of this department and who works here and what we do. It has some more charts in there for review.

Attachment 3 is the overview of what the CTF is, your membership list, and then the amendment process.

Attachment 4 is our upcoming work plan. And 2003 is

going to be a very, very busy year for the CTF. I have some questions to ask later on, but you have the Code rewrite project, as you keep hearing me say, the additional TPS revisions that Engineering is working on, Impact Fees are going to come back for the biannual review, Health Department has some changes to their articles, some substantive changes they have begun working on, ERM needs to make some substantive changes to Article 9. They're going to do that once they get the Exotic Vegetation Ordinance adopted by the Board. And then lastly, we anticipate, following adoption of the Code rewrite, that there may be some glitches and we anticipate working those out through the fall and bringing that back to you.

The next tab is Attachment 5. That's just the scope of the project. Nothing has really changed. You've seen that before. We still have a lot of work that we're doing. A little pitch for our website.

And then finally, Attachment 6 is the attendance matrix showing your attendance record for the year.

MR. SNAPP: I have a question. When I look at the last page in Attachment 3 -- or excuse me -- second to last page, we have a membership list and that looks identical to last year. Did we not have any turnover, because we usually get one-third of the thing appointed every year?

MS. CARLSON: Actually, all but maybe four members are moving together at the same time. Steve is in a group by himself, along with his alternate, who -- he actually doesn't have an alternate right now. But virtually everyone else is coming up for reappointment in -- 2004 it would be, yes. We have had one appointment -- we've had two appointments last year, I'm sorry.

MR. SNAPP: I just remember years ago we were only about one-third.

MS. CARLSON: Then it sort of caught up.

Barbara Noble has a new alternate now and the Florida Engineering Society appointed someone who -- we may be making a change there, but he was appointed three meetings ago. And that's it.

MR. SNAPP: Are there any questions for the Staff on that handout?

(No response.)

MR. SNAPP: Then I guess our next order of business is to select leadership for 2003. Are there any nominations for the Chair?

MR. KALEITA: I would like to move that we reelect our existing president/vice chairman by acclamation.

MS. DURANDO: Second.

MR. KALEITA: Acclamation requires a unanimous vote.

MS. STARACE: Can we have discussion?

MS. SNAPP: Yeah, we'll have discussion. Go ahead, Carmela.

MS. STARACE: I spoke to D.J. about this. Just looking at this, it's just that Wesley is always here and I just thought maybe you'd want to switch. But if you want to do it that way, that's fine.

MR. BLACKMAN: Traditionally the Chair has been held

for two years.

MS. STARACE: That's what you told me. That's fine.

MR. SNAPP: I think that --

MS. STARACE: I know you have to make a living.

MR. SNAPP: I think the rules are two years for a chairman, but you can suspend the rules if you want.

ASSISTANT COUNTY ATTORNEY BERGER: We're checking to make sure it's not in the actual Code. But quite frankly I don't remember, so Aimee's checking real fast to make sure that's not the case.

MR. SNAPP: It's been there for a long time, I think.

MS. STARACE: So then just leave it. That's fine. It's just that he's always doing it.

MR. CARPENTER: D.J., you were going to say you didn't want to be Chair after this year.

MR. SNAPP: I'm probably not going to be here after this year. My term is up in 2004.

MR. CARPENTER: Unless you're going to be here for the meetings --

MR. SNAPP: I missed two meetings this year. I missed one when I was in court and one when I was in the hospital.

MR. KALEITA: Well how dare you.

MS. DURANDO: That's pretty frivolous.

MR. SNAPP: I'd rather been here than in the hospital.

MR. KALEITA: The motion for acclamation would have to be approved unanimously by all members that are here.

MS. STARACE: We can approve it.

ASSISTANT COUNTY ATTORNEY BERGER: It's in the Code.

MR. KALEITA: What is?

MS. CARLSON: The Code -- actually, there's language for all boards that pretty much say the same thing. Well it says, unfortunately, that no member shall serve as chairman for more than two consecutive terms.

MS. STARACE: So then let's go.

MR. SNAPP: I guess we're going to rule that the motion is out of order since it's in violation of the Code.

MR. KALEITA: Have you had two terms?

MR. SNAPP: Yes.

MS. DURANDO: Consecutive?

MR. SNAPP: Yes.

MS. DURANDO: Well does a term mean two years or one year?

MS. CARLSON: A term is one year.

MR. SNAPP: I've actually been here two and a third. Because when Chip stepped down, I finished the last couple of months of his term and then I did two full terms, which is why I thought I wasn't eligible.

MR. KALEITA: I'm going to withdraw my earlier motion and move instead that the vice chairman ascend to the chairmanship and that the chairman graciously descend to the vice chairmanship and that that be approved by acclamation of all those present.

MS. STARACE: Second.

MS. DURANDO: Call the question.

MR. SNAPP: All those in favor of acclamation, please signify by saying aye.

COMMITTEE: Aye.

MR. SNAPP: All opposed.

(No response.)

MR. KALEITA: Acclamation passes.

MR. SNAPP: You can take over right now.

MS. STARACE: D.J., when you're here, it's wonderful. And I didn't mean any offense in any way, 'cause you do a great job.

MR. SNAPP: Thank you.

MR. BLACKMAN: Okay. Moving on to Staff comments.

(Staff comments.)

MS. CARLSON: I just want to update you on the Noise Amendment. Last month we brought forward the Noise Amendment; this is for the plainly audible standard and for the fixed mechanical equipment. Staff is still interested in pursuing that amendment. What we've decided to do, instead of doing it as a stand-alone ordinance, we will be folding it into the rewrite. Mr. Raphael, who was here at both meetings, has provided us with a lot of research, and we're grateful for that. But at any rate, probably in March or April we'll bring that back for your consideration.

MS. DURANDO: I missed that last meeting, but I didn't like it either.

MR. BLACKMAN: Any other comments related to that?

MS. CARLSON: Not to Noise, but to the Code rewrite.

MR. BLACKMAN: Yes.

MS. CARLSON: I have a couple of comments there, some questions for you.

We are adjusting our schedule at this point. We're a little bit behind with some items.

Essentially what's happened is, the subcommittees have started reviewing the drafts -- and Dan alluded to this -- we're doing a lot of illustrations for the Code and that's very time consuming. And we think it's very important, that when we bring the drafts forward to the CTF, you see the entire picture. The subcommittees, some of them are seeing the illustration, some are not. And it seems to work better when they do see the illustration; they can understand the language.

That said, we need a little bit more time to adjust and come forward. We had hoped that on the 20th we'd bring the first section forward. It's going to actually be the 27th or the 6th of March. So I wanted to let you know about that.

Secondly, our consultant Michael Dyett (ph), he had three parts of the Code that he's written. Those are all done and they're at the subcommittee level right now. Michael is out of California. And the three sections he worked on was Signs, Landscaping and the Traditional Development District. I anticipate that it's probably going to take two meetings to get through those three topics.

MR. CARPENTER: Who's working with him on the Signs?

MS. CARLSON: The Staff. That subcommittee meets at

nine in the morning on Thursday.

Michael has made a request that -- essentially what we had in our schedule is that he would come for two back-to-back meetings. And he has asked that either, one, Staff cover one of those meetings so he's not traveling across country to present something for a day and then flying back to come back the next week, or, perhaps we try to have a longer meeting. I really don't think, in the space of two to five, you're going to be able to get through all of that. The Traditional Development Districts are entirely new and I anticipate a lot of comments. Signage is going very well, but there's a lot of questions there.

MR. CARPENTER: Are there any industry people participating in Signs?

MS. CARLSON: They're part of the subcommittees and there's industry participation in all. There's actually three members from industry there. And they have had very good attendance showing up and are getting very good comments.

I have sort of two suggestions. Number one, I'd like to see if you'd be interested in holding an all-day meeting to accommodate all of Michael's -- and I know this is a very unusual request. From the Staff's perspective, we really would like to have Michael here and have Michael make the presentation to you. This is his language that he's drafted. And, you know, while largely we are in agreement with them, there are some items that we might not necessarily agree with and we think it would be good to have him here participating in the meeting.

MR. CARPENTER: What about half a day? All day might be a little tough.

MS. CARLSON: And I realize that it might be tough. I tend to be overly optimistic in trying to think that we're going to get through a lot of stuff and I really, really don't think that you're going to be able to. It's three entire new zoning districts, plus the Landscape Code.

What I'd like to hear or get feedback from is, if the majority of you that are here are interested in that, we can poll everyone and try to find that out. If you're not, then it doesn't make any sense for us to do that.

MR. BLACKMAN: Bruce had a question.

MR. KALEITA: I actually have one two-part question. The first part was, I think you ought to poll. See, if you know when you're going to do this, you ought to call everybody and ask them what day they have that month that's best for them, because a lot of us don't bring our calendars with us. And if you're going to do this in March, the first two weeks of March are shot for me. That was my first question.

The second question has to do with something you said earlier, and that is, there's going to be graphics or drawings in the new Code provisions. Here's a concern that I have, and I hate to seem like I'm beating a dying horse, but I have detected some graphics in the system regulations which actually are at odds with the text. And in some cases it's because the person doing the graphic wanted to make a pretty graphic and added things that were not mentioned in the text.

I would like to see either the graphics be exactly what's said in the text or that there be a general note or provision in the Code stating that graphics are not the Code; they are merely study purposes only and they're not laws.

MS. CARLSON: Two things: Actually, there's going to be two types of graphics in the Code, in the new Code. The ones that are imbedded that will be adopted as part of the Code, like we have for landscaping now -- or parking now, are going to look like exactly what the Code said. I mean, they're not going to be any wishful thinking type graphic. Those are not going to be adopted in the Code. Those are Category 2; category 2 being things that are either adopted in technical manuals. Those cross-sections will actually end up being in the Land Development Standards Manual, which is adopted -- or approved by George. And then we will also have more explanatory type graphics that are going to be outside of the Code. They will be hyperlinks outside of the Code. When you get your paper Code, maybe they're going to be an attachment or something, you would still get it. Things like a video, for example, I mean, we obviously can't adopt a video explaining what the Ag. Reserve Traditional Developments are all about or the Ag. Reserve PUD, or things where we are encouraging this type of development, that sort of stuff. So, yeah, we're well aware of that issue and we're giving a lot of careful thought to that.

MR. KALEITA: In checking those graphics, take out stuff that isn't in the Code, because I don't want to be in the future where I'm forced to do something because of some sketch.

MS. CARLSON: Absolutely.

But relative to the all-day meeting, the date that we have in mind is the 27th of March. So if anyone has a calendar, that is the last Thursday in March. The reason being for picking that day is Michael has to come on the 25th for the continuation of a BCC workshop. We're trying to save cost, obviously, and have him come one time rather than multiple times.

And along that line, I also want to find out if you would be willing to meet at one o'clock for the next couple of months to give us an extra hour as well?

MR. KALEITA: Does that include the time it takes to get here after you've eaten or are we to get here in like five seconds after we finish lunch?

My secretary said to me the other day, she said, Bruce, how can you be at a CTF meeting at one o'clock if you go to lunch at twelve? I said, I don't know. And I really don't know. Are you telling us we have to start eating lunch early or eating on the run while we're coming here? Could we make it one-thirty, 'cause, I mean, hey, if I take a client out to lunch, for example --

MS. CARLSON: Any time would help. But with the volume of work and, you know, the amount of time that you guys take to review stuff and the careful thought you put into it, I mean, I really, really think any time that we could get would help, because there is a tremendous volume of work coming forward. Those of you who are on the subcommittees can

probably attest to that. And some subcommittees are moving five pages in two hours.

MR. BLACKMAN: D.J., you have a question?

MR. SNAPP: For me, one o'clock is no question. We used to do it at one o'clock and we just cut it back, so I don't have a problem with that. The 27th I'll be in Chicago I know.

MS. STARACE: I won't be here either.

MR. SNAPP: I hope I'm not presuming too much, but doesn't the County have teleconferencing capability? It seems to me that you could put the guy on a screen and have an interactive conversation going on, where he can be in California and we can be here and ask him questions and he could do the presentation from there. If he sends the materials out, he doesn't have to do the traveling. We just have to be in whatever room the County has the teleconferencing.

MS. CARLSON: We do have teleconferencing capability. It's not set up in this room; it's set up in our small conference room. That is something that I could look into and see if we can get it in this room. We have been using that, actually, for the Staff level meetings with Michael. It's been going pretty well. There are days when the Internet does strange things and we don't have a meeting and we end up doing a phone call in lieu of that.

MR. SNAPP: Well, I think if that's possible, I think that's good for several reasons. One is, it eliminates the cost. The second is, a lot of people can't give you an entire day. I can do it because I work for myself, but a lot of people can't do that.

MR. CARPENTER: Why did we hire somebody out in California? Isn't there other people in the world, in Florida, to do this?

MS. CARLSON: We're not going to go there.

MR. SNAPP: The other point is this, in these kind of meetings, I think that you lose something with extended periods of time; you lose people's focus, you lose their concentration, and there's also so much interaction and discussion. I mean, that's one of the benefits of this Body, is that you get new ideas. And those take time for you to process. You know, so to me, it's good that you have the discussion and then you come back a week or two weeks later and you continue that discussion, because you've had time to think through and what's the impact of that; that may sound great on the surface or whatever, or a lot of questions come later on. If you have that eight- or nine-hour meeting that goes with a lunch break, those things don't have time to come. And then a month later you're going, what the hell happened? We shouldn't have done that, or whatever.

So my recommendation and preference would be, if it's possible, to teleconference. Then you can meet as often as you need in a shorter more productive time you're here.

MR. KALEITA: The organization of which I am a representative has gone to the County Commission to explain the need for them to take the pressure off of you as far as pushing things out as fast as they've been asking you to do.

And the problem is, is anytime is a good time to do the right thing. But if we don't leave enough time to do the right thing, then we end up letting a wrong thing get through. And the evil that that causes is so disproportionate that I think D.J. is right. I'd rather spend the time to get it right. And there's a century of expertise in this room and I want to have it -- it's time to do the right thing.

And, Aimee, are you under pressure at all from the Commission to rush this along or have you already got a hearing date in mind or something that you have to get this done by?

MS. ALTERMAN: Yeah, we are on a schedule. This has been going on for a very long time. The more we drag it out -- we have people waiting to file applications. We need to get these things back on track and get them moving so that we can finish this project and move on to other things.

MR. KALEITA: Can I know the deadlines?

MS. ALTERMAN: We have a deadline of adopting -- our goal is July, adoption of the entire Code rewrite.

MR. BLACKMAN: D.J.

MR. SNAPP: My recommendation had nothing to do with time. I just think that's a more productive way to do it, which the end result is, I would think it would go faster if we could have productive bursts of time. And if we've got somebody that's in California that we only get one shot at, they come out here one day and spend several hours with us. But, you know, if we can get them on a teleconference at some other point, then we can go back and follow up on that kind of stuff. And even if he only gives us an hour out of our meeting at several meetings, we can get the source to answer the question, as opposed to trying to ask you to interpret what he's told you.

MR. BLACKMAN: From my point of view -- I have shared this with Aimee today. I was privileged to be in a Signage subcommittee this morning. So essentially, my day today has been devoted to CTF work.

MS. ALTERMAN: And we appreciate that.

MR. BLACKMAN: And I appreciate hearing that. I enjoy the camaraderie we experience here.

But already I'm donating a day, so this would be an additional day, and there would be additional days in the future.

My own preference would be to steer away from a day and just concentrate on the afternoon. I have no problem with starting at one.

MS. CARLSON: We'll look into video-conferencing and I'll plan to start our meetings at one to help get us through this project. And I'll give you an update at our next meeting.

MS. DAVIS: Barbara, I thought the landowners in the Ag. Reserve had pushed this back to October?

MS. ALTERMAN: But remember, we need to get the Code adopted so they know what they have to do. Because the Comp. Plan amendment, we have (inaudible) committee, along with their site planning and zoning application. They're both submitted at the same time and reviewed at the same time. So

they need to get all of that submitted for round oh four -- one oh four.

MS. CARLSON: Oh four dash one.

MR. KALEITA: When can you get a draft of this to us?

MS. CARLSON: As you had previously requested, we've asked that you give us a two-week window for these projects here. We're going to try to do that. It's going to be hard.

I mean, it's going to be hard, but we will certainly try. Obviously you'll get it a week in advance.

MR. KALEITA: I don't want to be sitting here looking at a hundred-page thing I've just been handed when I walk in. I'm a fast reader, but I'm not that fast.

MS. CARLSON: You will get it at least a week in advance. That's our goal to get it to you.

MS. STARACE: And you're sticking to the 27th?

MS. CARLSON: No. It sounds like we're saying no on that as an all-day. We will have a meeting on the 27th.

MS. DURANDO: At one o'clock?

MS. CARLSON: At one o'clock, yes.

MS. DURANDO: Do we have one on the 6th also?

MS. CARLSON: Yes. And maybe I need to send that out. At the last meeting we had the pink sheet that had all of the dates. Literally weekly meetings starting at the end of this month. The 13th and the 20th, those were possible TPS, so we have no meeting on the 13th.

(Group discussion.)

MS. CARLSON: Let's start from the beginning. February 13th was a possible meeting date for you. We will not meet on February 13th.

MS. DURANDO: Wait a minute now. You're meeting on the 13th?

MS. CARLSON: We will not meet on February 13th.

MS. DURANDO: What about February 20th?

MS. CARLSON: We will not meet on February 20th either.

MS. STARACE: So we get a break.

MS. CARLSON: You get a break to rest up.

MS. DURANDO: Are we meeting on the 27th?

MS. CARLSON: Yes, we will meet on the 27th at one o'clock. Barring any unforeseen circumstances, we will be here on the 27th.

MR. BLACKMAN: Isabella, did you have another question related to what we're talking about, or just dates and times?

MS. FINK: Just dates.

MS. STARACE: She gave them to us a long time ago.

MR. BLACKMAN: I think it's important, we had a good demonstration of that today -- and unfortunately I'm preaching to the choir because we're all here -- but when you do commit to being here, you really need to be here, and especially at the new time, because we lost about 35 minutes today.

MS. DURANDO: We didn't begin at two o'clock.

MR. BLACKMAN: We can begin at one, but if that means we're beginning at one-thirty, we're not gaining a lot.

MS. DURANDO: I kind of resent that. Some of us try

very hard to get here on time, and then to sit around.

MS. FINK: Well, today was unusual.

MR. BLACKMAN: Well, things happen. But this was a good example, where we're waiting for a quorum.

MR. KALEITA: Go ahead and humiliate me.

MS. FINK: Aimee, the 6th and the 27th. Anything in between?

MS. CARLSON: In March, I believe you have meetings every week in March.

MS. DURANDO: The 6th, 13th, 20th and 27th at one o'clock.

MS. CARLSON: How about this, I will send you the meeting dates again. Please, please put them on your calendar and make sure that it says one p.m. I'll send it to you in galactic green. Throw away the pink.

MR. BLACKMAN: David, do you want to put forth your motion?

MR. CARPENTER: Yeah. Just so there will be some sort of substance to excused and not excused absences. I don't know if it's going to help or not, as far as getting our quorum here, but the people who indicated that they said that they were coming for the meeting that didn't show up should get an unexcused absence. Because we're sitting here waiting for 30, 45 minutes and we had 14 people that said they were going to show up and we're sitting here with nine people at two-forty.

MR. KALEITA: Two thirty-five.

MR. CARPENTER: Whatever time it was.

MR. BLACKMAN: That's a motion?

MR. CARPENTER: That would be a motion.

MR. BLACKMAN: Is there a second to the motion?

MS. DAVIS: Second.

MR. BLACKMAN: Motion second. Discussion?

MR. SNAPP: Yeah, some clarification.

So anybody that called in that said they were going to be here that didn't show is going to get an unexcused and anybody that called in and gave their valid reason for the day is going to get an excused; is that correct?

MR. CARPENTER: Is going to get an excused.

MR. BLACKMAN: That's correct.

MR. CARPENTER: I mean, we're sitting here, there's 14 or 15 that said they were going to show up and they didn't show up.

MR. BLACKMAN: Any other discussion on the motion?

MR. KALEITA: Those who called who had an excused absence do not lose it under this motion?

MR. BLACKMAN: That's correct.

Any other discussion?

(No response.)

MR. BLACKMAN: Seeing none, those in favor, aye.

COMMITTEE: Aye.

MR. BLACKMAN: Those against same sign.

(No response.)

MR. BLACKMAN: Motion passes.

And, Staff, do we have anything else?

MR. WEBB: Just real briefly I'd like to thank you

for your action earlier today and to give you a picture of what's happening next.

There was hope that the TPS Committee would be tackling the five-year, which is called the New Test Two, the five-year test, as well as Carter (ph) Master Plan. Those are the two things on their plate. And the Board really wants to see those and the Committee knows they really want to see them. The Committee has been meeting extensively and weekly trying to address it. It is not going rapidly. There's a bunch of issues; it's new stuff. They're chewing on it and they're doing what you guys just said, about the comment of wanting to do it right, so they're spending a lot of time.

The Board has asked for an updated schedule from me.

I'm going to give them my best guess. When I went back to the TPS Committee they said, look, previously we said March it was going to come out of our committee, so we're pretty comfortable that the Board will see something as coming out of our committee in March. That being the case, you guys would see it, I don't know if it's going to be late March, mid March, end of March, whatever, but we will work with Aimee to be able to provide you that and when it fits in with one of your scheduled meetings. And obviously you have a meeting every week in March and we'll try and get that. It is not the extensive rewrite. It will be a new section probably of only a page or two, I would think, coming out of what you're going to see on this.

I just wanted to give you that picture. If people are asking you where it is, you're waiting for TPS, and TPS is looking at the time frame of March as far as getting the next thing out to the system to you. That March thing, again, has to go to the League of Cities. And it would be seen by the Board at that point probably in May or something like that.

MS. DAVIS: George, I have a question. When is the next TPS Committee meeting?

MR. WEBB: Next Wednesday at nine o'clock over at the other building across the parking lot on the third floor.

MR. WEISBERG: We're pretty much on a schedule of every Wednesday.

MR. WEBB: We've shifted from a Tuesday to a Wednesday. And you're all welcome. It is a public meeting.

MS. DURANDO: But it conflicts with the Ag. Reserve Subcommittee.

MR. SNAPP: You just need to get yourself cloned, Rosa.

MR. BLACKMAN: Barbara also has something to add here.

MR. SNAPP: I'm listening to a certain amount of optimism, in that; we're going to be meeting every week.

What about advertising; is that going to be --?

MS. CARLSON: Advertising for CTF or advertising --

MR. SNAPP: TPS.

MR. WEBB: Whenever it comes out, we'll work with Aimee to make sure that it gets on your schedule.

MR. SNAPP: I just heard this rolling thing and I'm thinking in terms of advertising that --

MR. WEBB: No, we would not pop something out on a

Wednesday over there and expect it to be heard on a Thursday a week later potentially over here. We'll talk about what makes sense as far as that and giving you advanced notice to have the opportunity to review it and so forth.

As I said, just like the one we just had, by the time it gets out of TPS, its heading over to League of Cities, where there's a two-month window before we can get it before the Board. So in essence, I think you guys have that same two-month opportunity to do what you need to do as far as comments and rework or whatever before we can present anything to the Board anyway. So if we wait a week or two at the front end and make sure you have it in advance or whatever, you still have six weeks to work on it in whatever pace you choose to work on it. At the very bear minimal, is my point, you'll have time.

MS. STARACE: Remember we had spoken at one time about doing some kind of a something with TPS? Is it possible, when these things are coming so fast and so often now that we're going to be doing, is it possible to have someone who represents TPS coming to some of our meetings so that we -- you know, when we have questions of this, George can tell us what it says, but they can't tell us how they got there. You know what I'm saying?

MR. CARPENTER: Dan can.

MS. STARACE: That's still Staff. I'm talking about somebody on the --

MR. CARPENTER: Well, you're talking about asking a private person to come to this meeting?

MS. STARACE: Well, the Chair. Could we sit with them one time, like the Land Use Advisory Board did?

MR. SNAPP: Well, I as Chair sat in a couple of their meetings, two or three meetings, and kind of told them what we were thinking and the rationale behind that. And I remember that the chairman has come to at least one, if not two of these meetings, similarly, so it's possible. I don't think you compel anybody to do it.

MS. STARACE: No, I'm just throwing it out to you guys.

MR. BLACKMAN: Some type of liaison between the two.

MS. STARACE: Right, right.

MR. KALEITA: Well, how about we do this; I make a motion that we invite the chairman to at least the first meeting that we hold on the Test Two's language. And if he doesn't want to come, he doesn't have to come, but that the Staff --

MS. DURANDO: Or his designee.

MR. KALEITA: -- that our invitation to him be communicated by Staff to him.

MR. WEBB: We will do that.

MR. KALEITA: Or her.

MR. SNAPP: I have a suggestion if you do that. I've sat here many times and watched people who came and waited for hours. If we're going to ask people to come, then we need to "time specific" schedule something, like in the beginning; have it be the first item so they can actually -- otherwise, you're going to get them once and they're never

coming back.

MR. KALEITA: The motion is so amended.

MR. BLACKMAN: There's a motion.

Is there a second?

MS. STARACE: Second.

MR. BLACKMAN: Motion second.

Discussion?

(No response.)

MR. BLACKMAN: Seeing none, those in favor aye.

COMMITTEE: Aye.

MR. BLACKMAN: Those against same sign.

(No response.)

MR. BLACKMAN: Motion passes.

Barbara.

MS. ALTERMAN: I just know -- and, again, I'm probably singing to the choir here -- we do appreciate all of the time that you're putting into this, and that it's a daunting task coming and meeting here every single week, but the project is going to be well worth while, you'll all know that we've got your input into it, we want your input into it.

And just want to tell you that we appreciate it and understand your concerns too and we're trying to work with them.

MR. BLACKMAN: You feel our pain.

MS. ALTERMAN: We feel your pain.

MR. BLACKMAN: All right. Thank you.

MS. STARACE: I motion to, whatever, leave.

MR. BLACKMAN: Those in favor rise.

(Meeting adjourned at 3:48 p.m.)

C E R T I F I C A T E

STATE OF FLORIDA
COUNTY OF PALM BEACH

I, SHIRLEY KING, Professional Reporter, do hereby certify that I was authorized to and did stenographically report the foregoing CTF Meeting; and that the transcript is a true and correct transcription of the meeting.

I further certify that I am not a relative, employee, attorney or counsel of any of the parties, nor am I a relative or employee of any of the parties' attorney or counsel connected with the action, nor am I financially interested in the action.

Dated this 20th day of February, 2003.

SHIRLEY KING
Professional Reporter