

## SOUTH FLORIDA REGIONAL PLANNING COUNCIL

### Minutes

May 6, 2013

The South Florida Regional Planning Council met on this date at the Murray E. Nelson Government & Cultural Center, 102050 Overseas Highway, Key Largo, FL 33037. Chair Wallace called the meeting to order at 10:36 a.m. and asked Mayor Caplan to lead in the Pledge of Allegiance.

Chair Wallace requested a moment of silence to honor the people and the recovery of Boston, Massachusetts and our Country because of the Boston Marathon bombing.

Chair Wallace recognized Mayor Ken Philipson of Islamorada and Deputy Mayor Susan Haynie of Boca Raton. Well wishes were sent to Councilmember Bates.

### **I. Pledge of Allegiance and Roll Call**

Councilmember Patricia Asseff  
Councilmember Margaret Bates (absent)  
Councilmember Frank Caplan  
Councilmember Heather Carruthers  
Councilmember Kiar (via webinar)  
Councilmember Jean Monestime (via webinar)  
Councilmember George Neugent  
Councilmember Jose A. Riesco  
Councilmember Stacy Ritter (absent)  
Councilmember Tim Ryan (via webinar)  
Councilmember Joseph Scutto  
Councilmember Xavier Suarez (absent)  
Chair Paul Wallace  
Councilmember Sandra Walters  
Councilmember Jimmy Weekley  
Councilmember Juan C. Zapata (absent)

The following Ex-Officio member was present:

Ms. Aileen Boucle, representing the Florida Department of Transportation, District VI

The following Ex-Officio member was not present:

Mr. Rod Braun representing the South Florida Water Management District

Chair Wallace introduced Councilmember Caplan, Mayor of Key Biscayne. Councilmember Caplan thanked everyone for the warm welcome. He stated that he welcomes the opportunity to join, participate and contribute to the Council.

### **II. Approval of Council Agenda**

Motion was carried by a unanimous consent.

### III. Action Items

#### A. Minutes of Previous Meeting

Councilmember Walters moved to approve the Minutes of the Previous Meeting. Councilmember Scutto seconded the motion, which carried by a unanimous vote.

#### B. Financial Report

Mr. Edward McGann, Director of Finance and Budget for the South Florida Regional Planning Council, explained the changes that were made in the Financial Report. Mr. McGann stated the changes made to the Balance Sheet reflect a comparable and consistent format like the Council's Annual Report. The Expense Report was revised to report expenses on a year over year basis as opposed to a month over month basis. Lastly, a new Cash Forecast schedule was included in the Financial Report which estimates the Council's revenue and expenses for the remainder of the fiscal year. The first forecast indicates the Council should complete the fiscal year 2012-2013 at a breakeven or less than \$100,000 excess revenue versus expense.

Councilmember Walters moved to approve III.B, Financial Report. Councilmember Asseff seconded the motion, which carried by a unanimous vote.

#### C. Intergovernmental Coordination and Review Report

Councilmember Asseff moved to approve III.C, Intergovernmental Coordination and Review Report. Councilmember Riesco seconded the motion, which carried by a unanimous vote.

#### D. Consent: Comprehensive Plan Amendment Reviews - Proposed

- Islamorada, Village of Islands
- City of Marathon

Adopted:

- City of Miami
- Town of Southwest Ranches
- City of Sunrise

Councilmember Carruthers moved to approve staff recommendation for Agenda Item III.D: Comprehensive Plan Amendment Reviews, Adopted and Proposed. Councilmember Neugent seconded the motion, which carried by a unanimous vote.

#### E. Regional Issues: Comprehensive Plan Amendment Reviews - None

#### F. Southeast Florida Passenger Rail Planning Partnership Memorandum of Understanding

Mr. James Murley, Executive Director, introduced Mr. Jack Stephens, Deputy Executive Director of the South Florida Transportation Authority. Mr. Stephens explained that the South Florida East Coast Rail Study was designed to study potential development opportunities along the old Flagler Rail Corridor. He stated that a conference was held that included other agencies in which over 250 individuals attended; 60% were private developers and private citizens as opposed to government representatives. He stated

that there was discussion on the issues and challenges of development along the right-of-way area and most of this input presented for Council meeting is from this event. Mr. Stephens explained the importance of the Memorandum of Understanding (MOU) regarding the passenger rail development and implementations.

Mr. Murley reiterated that the SFRPC is partnered with the Treasure Coast Regional Planning Council (TCRPC). He stated that the MOU has been acted on and that it is the Council's decision to approve this significant and relevant project for the Region.

The Honorable Susan Haynie, Deputy Mayor of the City of Boca Raton and Chairman of the Southeast Florida Transportation Council (SEFTC), which is a formal partnership of the Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPO), stated that the MOU was approved last week's SEFTC meeting and that she is present today to support the signing of the MOU. She stated that the MOU is vital to the project and the region and that the SFRPC's action regarding the MOU is important. She commended and introduced Dr. Kim Delaney from the TCRPC.

Dr. Delaney stated that she is here to present the MOU to establish the Tri-Rail Coastal Link Service. She explained that the MOU is an eight-party agreement that will allow the Region to move forward with efficiency and coordination to allow passenger rail service to be reviewed, planned, funded and executed on the Florida East Coast Corridor (FEC). Dr. Delaney began her PowerPoint presentation on the Project Update on the Southeast Florida Passenger Rail Study by explaining the MOU. She explained that the Project would include the existing Tri-Rail Service and the Tri-Rail Coastal Link, which will be the new service that will serve Palm Beach County to Miami-Dade County. She explained the South Florida East Coast Corridor Study (SFECC) which illustrates how to establish commuter rail service on the FEC, the locations and funding of those stations. She stated that the recommendations would be that the entire project, all three phases, would be forwarded to the National Environmental Policy Act (NEPA) Phase so it could be ready for submittal to the federal funding agency and for the Federal Transit Administration to fund the project and carry it forward. She stated that this illustrates the importance of the integration with All Aboard Florida, FECI's privately-funded express passenger service that will run through the three counties. She gave an update on All Aboard Florida progress to date. Dr. Delaney stated that FECI wants to begin negotiations by June 2013, which means that there is an accelerated schedule for the MOU to be finalized by the signatories before it can be approved.

She stated that with the leadership of the SFRPC and SFRTA, representatives from the TCRPC, MPOs, FECL, and FDOT were able to attend the Sustainable Communities Leadership Academy in Minneapolis, Minnesota. The attendees studied models from other regions across the country that had already achieved this goal, and developed "The Minneapolis Accord", which clarifies the roles and responsibilities for each of the parties involved.

Dr. Delaney gave a general overview of the agreement that includes eight signatories: Miami-Dade, Broward and Palm Beach MPOs; SFRTA; SEFTC; FDOT represented by the Florida Rail Enterprise (the designee out of the Central Office instead of the individual DOT Districts); and the Treasure Coast and South Florida Regional Planning Councils. She stated that the emphasis is on the public decision-making and deliberation in which the MPOs are identified as the public interface. She explained that the MOU establishes a committee structure, identifying lead agencies/phases, addresses negotiations with FECL and carries the project through operations. She stated that transparency and consistency will be maintained with each of the Committees. She explained that the Steering Committee and the three Sub-Committees and their responsibilities. Dr. Delaney explained the process and timeline, the project's phases, and each of the party's participation. She stated that in the fall there should be a series of public hearings before the various MPOs to conclude the preliminary phase and advance the project into project development, which would be the planning, the station locations, and the financing that must be addressed. She clarified that each of the parties will be participating in all the decisions moving forward so that transparency and the consistency of decision-making will be maintained throughout the project.

Dr. Delaney explained the many steps on the Florida Transportation Agency's part for the funding of the project as it moves forward. She stated that at the local level, the funding conversations will be a function of the SFRTA, as its role through the Financial Sub-Committee, and a continuing dialogue with the local governments on local funding contributions, helping the local governments understand the resources from which they might draw those funds and then secure agreements with local governments to fund the responsibilities of the stations. She stated that this will be happening in the next two years or so and will increase in intensity.

Councilmember Scutto inquired if an east/west corridor is in consideration for the counties and would it be funded through this project or would it be funded separately. Dr. Delaney stated that part of the analysis would be what would be necessary on the east/west major corridors that connect to the north/south service. She explained that each of the MPOs and the transit agencies in the three counties are working on the project and identifying those connections and which of the connections would be

included in a larger system. Councilmember Scutto suggested that the connectors become part of the next presentation. Dr. Delaney stated that there is a very detailed study underway that includes the east/west connectors with additional north/south connectors, such as SR 7. She stated that SEFTC is in the process of doing the first regional transit plan that looks at the three counties from 10,000 feet to show transit across the county lines. She explained that this is part of SEFTC's responsibility over the next several months and will have information from each of the MPOs transit agencies to use this project as a prime piece.

Discussion ensued regarding parking, land use and the dialogue that will happen with local governments regarding the quantity of parking that will be necessary and how it will be accommodated. Dr. Delaney stated that there is a heightened focus on understanding the land use transportation balance. She explained Transit Oriented Development (TOD) and the pattern of development that integrates transportation and land use to make the conditions around a station as walkable as possible. Dr. Delaney stated that there are dedicated employers who have shuttles to the Tri Rail Stations and that there will be more of this moving forward, because there are more regional employers along the Corridor. She stated that another added benefit is that there are Community Redevelopment Agencies (CRA) that has an internal circulation of different forms. Dr. Delaney stated that the emphasis on the MOU is on the MPOs and the interface with the local governments who will be responsible for the stations as well as the other agencies' participation.

Dr. Delaney explained that the SFRTA and FDOT will lead, primarily so actions can occur collaboratively and that they are two different entities that are manned in different ways. She stated that over the next two years the agencies will continue to coordinate the planning part of the project and that coordination will occur through the Executive Steering Committee. She clarified that all decisions will come through this Committee and no part of the project can proceed without concurrence from all of the parties. That includes not just decisions in the project but presentations and updates, all of the materials are reviewed by all the parties.

Vice-Mayor Haynie stated that the timeliness is that the privately-funded FEC will have construction beginning next year. She stated that the collaboration of the infrastructure improvements for this local commuter rail to be in place while the FEC construction is occurring is why this is such a timely and aggressive approval pattern.

Mr. Murley stated that this is a strong signal for the Region on economic development and an important action and credit to the hard work of other presenters. He stated that we are competing with other regions around the country, in Tallahassee and Washington, DC for funding.

Dr. Delaney explained that the counties are represented by the MPOs and there is no funding commitment in the MOU; this is an agreement to work together as a Region. She explained that no one is bound by anything in the agreement and any party can step out after 30 days if it is in conflict with its interests.

Councilmember Caplan stated that the comments about accessibility from the west to east seem to be critically important. He inquired if this would be considered as a comment from the SFRPC. Mr. Murley stated that there will be a presentation from SEFTC on how the east/west corridors are positioned. Dr. Delaney reminded the Councilmembers that they will be receiving a quarterly update of the project from FDOT and the RTA in September. She stated this would be the time to raise these issues with the Project Team to make sure they are addressed in a meaningful way.

Councilmember Carruthers mentioned that the cities south of the Miami-Dade Governmental Center are not served in any way and should part of the connector conversation. Councilmember Caplan moved to include in the work planning productivity to get population centers that are not along a metro mover to be in the planning. Dr. Delaney agreed. Councilmember Scuotto stated that having the MPOs as part of this project will address this issue. He thinks that the MPOs are the entities that will include the east/west to the north and south. He supports the motion.

Mr. Sam Goren, Council's Legal Counsel, stated that the motion is conditional upon those conditions or requirements. He reiterated that the main motion is to adopt the MOU.

Councilmember Scuotto moved to approve III.F. Councilmember Asseff seconded the motion, which carried by a unanimous vote.

Councilmember Caplan made a second motion to send the SFRPC's comments to SEFTC to ensure that the planning authorities are aware of the Council's concerns that all the centers of population, including an east/west connection and a connection south of Miami, be included in the process. Councilmember Asseff seconded the motion, which carried by a unanimous vote.

Councilmember Scuotto motioned that the PowerPoint on Quiet Zones be presented at this point. Councilmember Carruthers seconded the motion, which carried by a unanimous vote.

## **V. Program Reports and Activities**

### **A. Council Mission – Prioritize our Infrastructure Needs**

#### **1) Quiet Zones Powerpoint Presentation – Joseph Yesbeck**

Mr. Joseph Yesbeck of T Y Lin International presented the Council with a PowerPoint on Establishing Railroad Quiet Zones. He explained that the Quiet Zone was established in federal law and part of federal regulations. He explained that a Quiet Zone is as a segment of rail line within which is situated one or a number consecutive at grade roadway rail crossings at which locomotive horns are not routinely sounded. He explained the Train Horn Rule, when and how loud a horn could sound and the distinct pattern of the horn. He informed the Council as to when there can be a Quiet Zone and the process of acquiring a Quiet Zone.

Mr. Yesbeck stated that an operator can still sound a horn at his discretion if they see a dangerous situation within the Quiet Zone. If a Quiet Zone is in place he stated that there still has to be safety measures in place. He had illustrations of various examples of Supplemental Safety Measures (SSM), Alternative Safety Measures (ASM) and the Wayside Horn that should be part of a Quiet Zone. He stated that there is a Quiet Zone Risk Index (QZRI) that rates the risk threshold of the existing stretch of rail line. He explained the administrative steps for establishing Quiet Zones, the estimated costs and the stakeholder's responsibilities. He stated that to verify if a Quiet Zone is justified is determined by the local government not the railroad; the funding for the Safety Measures improvements, upkeep, and the rail line will then become the responsibility of that local government. He stated that more information can be found at <http://www.fra.dot.gov>.

Councilmember Asseff commended Mr. Yesbeck on his presentation and suggested he visit the various municipalities with this presentation. She inquired about other sources of funding for the local municipality. Mr. Yesbeck stated that if the Quiet Zone is part of a larger project, the funding could be incorporated into that project or by assembling funding with various agencies. Councilmember Asseff commented on the blight of the areas around the tracks. Ex-Officio Aileen Boucle from Florida Department of Transportation stated that she understood the desire of a residential community to have a Quiet Zone and wanted to make the Council aware of the safety that is involved. She stated that in the

approval process there are safety features but if there is something impeding the railroad crossing, the railroad is not responsible for sounding the horn; the operator is not obligated to sound the horn. She stated that there are safety and liability considerations. She stated that in June there will be public educational campaigning for railroad crossing safety specifically targeting vehicular traffic at railroad crossings. She stated that a car must stop at the stop bar, the designated white stripe that is in advance of the railroad crossing. She informed the Council that if you pass the stop bar you are in violation and will be ticketed. Mr. Murley stated that he had conversations with Greg Stuart of the Broward MPO on how the SFRPC can assist them with public outreach. He thanked Ms. Boucle and Mr. Yesbeck.

G. Draft Stipulation with FPL regarding the Turkey Point Site Certification Application

Chair Wallace stated that this item discusses a draft stipulation agreement presented to the Council by Florida Power & Light (FPL). Mr. Murley stated that it was Council staff's and the Executive Committee's recommendation to inform the Councilmembers with updated information so the Council's recommendation can be refined for the June Meeting. He stated that action is not required today and the recommendation will be brought to the June 3, 2013 Council Meeting.

Mr. Goren stated that the stipulation is not in the backup, it is still a work in progress between our staff and FPL and its multiple Counsels. He stated that attached to the Agenda Item is a letter that is descriptive of the status and that Mr. Richard Ogburn of Council staff will update the Council. Mr. Goren informed the Council that the hearing begins on July 8, 2013, for a possible 4-5 weeks.

It was requested that the backup be available to Councilmembers. Mr. Murley stated that the stipulated agreement is another rendition of what's in the letter and that it is a draft legal document between the parties that is not ready for distribution. He stated that Mr. Ogburn, Mr. Goren and a representative from FPL will answer any questions.

Mr. Ogburn stated that the material for today's meeting is background information. He reiterated that the Council did receive a draft stipulation agreement from FPL as a proposed agreement for the Council to sign. He explained that the draft agreement included stipulations that are described in the backup material as part of the Agenda Item. He explained the background and reiterated that the Council is one of the agencies involved in the state review process, which is coordinated by the Florida Department of Environmental Protection (DEP). He stated that the application was submitted with two separate parts: one for the transmission lines and the other for the plant and auxiliary facilities. He explained that each

part went through separate channels in the review process, with rounds of sufficiency about issues of the information submitted in the original application were brought up by any of the review agencies; the Council submitted a number of rounds of additional questions and some were answered along the way. He stated that in each of the two processes, the information submitted by FPL was judged to be sufficient. He explained that once the information was submitted from FPL and judged to be sufficient, each of the entities participating in the review process have an opportunity to submit an Agency Report. Council staff prepared and brought two separate Agency Reports to the Council for review, one on the transmission lines and one on the plant/auxiliary facilities, in 2011 and 2012, respectively. Mr. Ogburn explained the Certification Hearing process will be conducted by the Administrative Law Judge who will prepare a Recommended Order, to be submitted to the Governor and Cabinet for final review.

Mr. Ogburn explained the issues concerning the transmission line locations, their construction and alternate corridor proposals. He stated that the DEP report on the transmission lines acknowledges that the preferred corridors identified by FPL are the ones that are being recommended.

He stated that the Council raised issues on the plant facilities, such as the approach used by FPL on Sea Level Rise (SLR). He explained the recommendations for additional technical work would take into consideration the agreement that has been approved by the four counties and the climate change compact, which recognizes that the amount of sea level rise may be higher than the basis that was used by FPL when they prepared their analysis. He said there might be additional discussion with FPL about the impact of SLR. Council staff recommended that a newer version of the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) Model be used. The SLOSH Model is a computerized numerical model developed by the National Weather Service (NWS) to estimate storm surge heights resulting from historical, hypothetical, or predicted hurricanes by taking into account the atmospheric pressure, size, forward speed, and track data. He stated that with Council staff's work on the Statewide Regional Evacuation Study, staff became aware that using the newest version of the SLOSH model resulted in the water levels that are substantially higher than with the previous version FPL used. He stated that Council staff provided the information to FPL, recommending the analysis be redone, incorporating the range of SLR established by the compact as their planning range, and utilizing the updated SLOSH model; FPL did not agree to do so.

Mr. Ogburn stated that the stipulation agreement that was proposed by FPL would commit the Council and FPL to accept the conditions established in the Final Report prepared by DEP, the Agency that coordinates the review process. The conditions of certification in that report that include general

conditions and specific conditions on the transmission lines and specific conditions on the plant and facilities. He stated that the draft stipulation the Council received from FPL excludes the conditions that were written by Miami-Dade County and each of the municipalities. He stated that the Final Report included all of the general conditions that were prepared by other state agencies. He clarified that the stipulation language would commit FPL and the Council to accepting the conditions as modified through the certification hearings and would also essentially say that there would be no further issues outstanding between the Council and FPL. He expressed a concern that this would appear to show a lack of support for member local governments' issues covered by this agreement, and for the Council to provide guidance to staff.

There was discussion in regards to the funding and the physical difficulty for Council staff, Mr. Goren or his firm in being part of the proceedings, which could last up to five weeks. Mr. Goren hopes that FPL would agree to a stipulation that had been worked on to include all of the comments and directions the Council has taken for the past year, but there are some issues that are not resolvable. Councilmember Carruthers agreed Council cannot afford to have Counsel at the proceedings for five weeks, but the Council needs to continue to raise these issues to support our communities and local governments and consider planning for the future, even if Council has to have Council staff at the hearing to raise these concerns on the record. Chair Wallace agreed that the Council has an obligation to have a position on these issues even if the Council can't be a participant. Mr. Goren stated that statutorily the Council has legally fulfilled everything to intervene and be part of the process.

There was discussion on undergrounding of the transmission lines, the cost to municipalities, since it is not required by FPL to underground, and whether it could be a referendum to be added to the taxpayers' bill by the municipalities. It was stated that this discussion started years ago along the U.S. 1 Corridor in Miami and recently an alternate corridor was proposed in the district of one of our Councilmembers from Miami, who stated that he had no idea that this was running through his district. It was stated that the Miami-Dade County Commission is not in agreement on the location for the transmission lines.

Councilmember Caplan reiterated that the stipulation states that FPL is going to locate the transmission lines where FPL thinks they should be located; FPL is not going to bury them whether local municipalities wish to pay for the burying; FPL is not going to revisit sea level assessments relative to the location of the facilities; and FPL wants Council to self censor the various objections from earlier discussions of these issues.

Mr. Ogburn stated that it is important to realize that the ultimate decisions will be formalized in the Certification Hearing. He stated that the current corridors proposed by FPL in the application are the ones that are preferred and that there are alternate corridors that are still being considered. One or more of these could be chosen as a result of the Certification Hearing. He believes the issue of undergrounding will not be considered unless the local jurisdictions decide to fund it.

Councilmember Walters stated that the Council is not proceeding as an intervener to participate directly in the court hearings but could be providing technical support to the local governments who are directly involved, and the Council may include testimony providing technical information so the Council is still remaining actively involved, just not as a physical participant in the court hearings.

Mr. Ogburn stated that all of the actions taken to date by the Council represented by the reports that have been submitted, are part of the official record of this proceeding; participating in the Certification Hearing would enable the Council to ensure that any outstanding issues receive appropriate attention at the time of the hearing, and to the extent that issues that remain unresolved with our member local governments, providing support to them as they participate in the hearing.

Mr. Murley stated that Mr. Ramon Ferrer, Area Manager for FPL, wants to assure the Council that FPL is in discussion with the County and municipalities, and will work with the Council to provide more information in the following month that will be forwarded on to the Councilmembers.

Councilmember Riesco stated that this Item will be brought to the Council for a decision in June. He reiterated that the backup and future materials be supplied to Councilmembers prior to the Council meeting.

Mr. Goren stated that every report, analysis, and evaluated document that was authored by the SFRPC is in the record. The problem with the Board is that we are advocates to make sure people pay attention because if it is left unattended it may not be given the attention it needs. He stated that having the hearing in July gives the Council the opportunity to be heard. He stated that Counsel will make every effort to make sure that those voices are heard through those who are professionally engaged in this discussion. He stated that the FPL lawyers have been very cooperative and responsive and they may have a position that may be different than ours but it does not suggest that we can't find common ground.

Mr. Ramon Ferrer reiterated FPL's commitment in continuing the work with the Council, County and municipalities. He stated that this is the fifth or sixth time FPL has been before the Council and has listened to the Council's concerns and used it as guidance and incorporated the Council's recommendations, just as FPL has done with all of the participating agencies. He stated that this has been a very comprehensive long and participative process.

He stated that Miami-Dade County has supported this project as an economic engine for the County. He stated that FPL has received approval from the Miami-Dade County Commission on every issue from zoning to the water cooling agreement (to cool the plant) and many others; they have been supportive but that does not mean that they have approved every issue.

He stated that there are conditions that FPL and the County are still working on and plan to narrow down to a point where there will be a hand full of issues that will not be agreed upon until they go before the Administrative Law Judge, who will make that decision and for the State to proceed with this project. He reiterated his commitment to work with the Council and make sure that no one, no entity or no city has an issue that has not been addressed and answered during this process.

Mr. Ferrer stated that FPL is certifying a corridor through the Power Plant Siting Act, which is the statute that FPL is following. He stated that they are not talking about the technology underground or overhead. He stated that the proposed and existing technology that is accepted by the Public Service Commission in the State of Florida is overhead technology. He stated that FPL rates are based on what is offered but there are a certain number of options for local governments to underground transmission lines or distribution lines. He reiterated that it is at the cost of the entity that is requesting the undergrounding and therefore receives the benefit of the undergrounding. He stated that FPL has a responsibility to maintain the lowest possible price of our product for the benefit of all of FPL customers.

In regards to the updated SLOSH model Mr. Ferrer stated that the Turkey Point Units 6 & 7 have been designed to accommodate the potential SLR for the life of the entire project. FPL input is a conservative estimate of one foot of SLR over the life of the plant, based on the SLOSH model, which simulates the maximum storm surge. He stated that FPL also has to go through a parallel federal review by the Nuclear Regulatory Commission.

Mr. Goren stated that he would supply the Councilmembers with copies of the documents presented.

**IV. Discussion Items**

A. Executive Committee Report

B. Executive Director's Report

Councilmember Monestime accepted the offer to become Secretary and this will be voted on at the June Meeting.

1) Legislative Update

Mr. Murley stated that the budget has approved the session is over the 2.5 million is in the budget and are waiting for the Governor decision.

C. Legal Counsel Report - none

D. Ex-Officio Reports - none

E. Budget Report  
Included in Financial Report

**V. Program Reports and Activities**

A. Council Mission - Prioritize our Infrastructure Needs

1) Quiet Zones Powerpoint Presentation - Joseph Yesbeck  
Presented earlier in the meeting

B. Revolving Loan Fund Reports

1) SFRPC Revolving Loan Funds Status Report  
Information only

2) Hurricane Wilma Bridge Loan Status Report  
Information only

3) Smart Watts Home Energy Retrofit Loan Fund Status Report  
Information only

C. DRI Status Report  
Information only

D. Evaluation and Appraisal Report (EAR) Status Report  
Information only

E. Seven50: Southeast Florida Prosperity Plan  
Information only

F. FRCA Monthly Accomplishments  
Information only

**VI. Announcements and Attachments**

A. Correspondence and Attendance Form

B. Upcoming Meetings

- 1) June 3<sup>rd</sup>, 10:30 a.m. (Council Office, Hollywood)
- 2) July 1<sup>st</sup>, 10:30 a.m. (Beacon Council, Miami-Dade County)
- 3) August 5<sup>th</sup>, 10:30 a.m. (Council Office, Hollywood) Executive Committee
- 4) September 9<sup>th</sup>, 10:30 a.m. (Murray E. Nelson Governmental Center, Key Largo)

**VII. Councilmember Comments**

**VIII. Adjournment**

The meeting was adjourned at 1:10 p.m.

This signature is to attest that the undersigned is the Secretary of the SOUTH FLORIDA REGIONAL PLANNING COUNCIL, and that the information provided herein is the true and correct minutes for the May 5, 2013 meeting of the SOUTH FLORIDA REGIONAL PLANNING COUNCIL adopted the 3<sup>rd</sup> day of June, 2013.

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George Neugent, Secretary

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Date