

MINUTES

BROWARD COUNTY PLANNING COUNCIL

SEPTEMBER 26, 2013

**MEMBERS
PRESENT:**

Anne Castro, Chair
Commissioner Bobby DuBose, Vice Chair
Commissioner Michael S. Long, Secretary
Tim Bascombe
Vice Mayor Richard Blattner
Mayor Vincent Boccard
Beam Furr
School Board Member Patricia Good
Mary D. Graham
Dan Hobby
Lynn Kaplan
Commissioner Martin D. Kiar
Commissioner Michele Lazarow
Mayor Michael J. Ryan
Mayor Daniel J. Stermer
Neal R. de Jesus

**MEMBERS
ABSENT:**

Commissioner Rita Mack
Nicholas T. Steffens

**ALSO
PRESENT:**

Barbara Blake Boy, Planning Council Executive Director
Andy Maurodis, Legal Counsel
Gregory Stuart, Broward County Metropolitan Planning
Organization (BMPO)
Nancy Cavender, The Laws Group

A meeting of the Broward County Planning Council, Broward County, Florida, was held in Room 422 of the Government Center, Fort Lauderdale, Florida, at 10:00 a.m., Thursday, September 26, 2013.

(The following is a near-verbatim transcript of the meeting.)

CALL TO ORDER

CHAIR CASTRO: Okay. We're going to call the regular meeting and Public Hearing September 26th for the Broward County Planning Council.

First, we're going to call to order and ask to lead us in the Pledge of Allegiance, maybe Commissioner Long.

If everybody would stand for the pledge.

PLEDGE OF ALLEGIANCE

(THE PLEDGE OF ALLEGIANCE WAS LED BY COMMISSIONER MICHAEL LONG.)

COMMISSIONER LONG: Thank you, Madam Chair.

CHAIR CASTRO: Thank you. Thank you, Commissioner.

ROLL CALL

CHAIR CASTRO: I want to do a couple of quick housekeeping chores, but first I'm going to ask Nancy to go ahead and call the roll, please.

THE REPORTER: Mr. Tim Bascombe.

MR. BASCOMBE: Present.

THE REPORTER: Vice Mayor Richard Blattner.

VICE MAYOR BLATTNER: Here.

THE REPORTER: Mayor Vincent Boccard.

MAYOR BOCCARD: Present.

THE REPORTER: Mr. Neal de Jesus.

MR. DE JESUS: Here.

THE REPORTER: Commissioner Bobby DuBose.

COMMISSIONER DUBOSE: Here.

THE REPORTER: Mr. Beam Furr.

MR. FURR: Here.

THE REPORTER: School Board Member Patricia Good.

THE REPORTER: Ms. Mary D. Graham.

MS. GRAHAM: Here.

THE REPORTER: Mr. Dan Hobby.

MR. HOBBY: Here.

THE REPORTER: Ms. Lynn Kaplan.

MS. KAPLAN: Here.

THE REPORTER: Commissioner Martin Kiar.

COMMISSIONER KIAR: Here.

THE REPORTER: Commissioner Michele Lazarow.

COMMISSIONER LAZAROW: Here.

THE REPORTER: Commissioner Michael Long.

COMMISSIONER LONG: Here.

THE REPORTER: Commissioner Rita Mack. Mayor Michael Ryan.

MAYOR RYAN: Present.

THE REPORTER: Mr. Nicholas Steffens. Mayor Daniel Stermer.

MAYOR STERMER: Here.

THE REPORTER: Ms. Anne Castro, Chair.

CHAIR CASTRO: Here. A couple quick housekeeping chores we have to deal with. One is the bucket is around here, I think, for the money for the bagels and whatever. It's probably in the kitchen back there. So if you remember, please put a few dollars in there, especially if you're one that partakes of the bagels and the coffee a lot, so that we get that covered.

Secondly, if you have a parking receipt that you need validated, obviously

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see staff before you leave. They'll go ahead and stamp it for you, and that way you can get out without having to pay the piper, so to speak.

Also, I think all of you received a quick email. The use of this chamber is a privilege for us as a Council from the Broward County Board of County Commissioners. We don't want to abuse that privilege.

They have also given us the kindness out of their heart to let us use these restrooms and this kitchenette back here. What I want to make clear again is that doesn't open you up to walk back behind there to go see a member or their staff.

If you need to go see a member or a member or their staff, please go around the front way, check in with the receptionist, log in like you're supposed to log in so there's a record of the meeting, and take care of it that way.

Even if you have an appointment right after the meeting or right before the meeting, any time you're going to see a member of staff, you should go through the front reception area.

This, again, is a courtesy for us, and I'm grateful for it, and we appreciate it. We don't want to abuse it. So if you can stay on this side of that threshold after the bathroom and the kitchen that would be greatly appreciated. Any questions or concerns about that?

COMMISSIONER LAZAROW: No, but I'm glad you mentioned it, because I have a meeting after, and I was going to walk back there.

CHAIR CASTRO: Okay.

COMMISSIONER LAZAROW: So thank you.

CHAIR CASTRO: You always want to give everybody -- if somebody comes to visit you, respectfully, you want them to let you know they're there and you could prepare for it appropriately, and that includes staff. So it's a professional courtesy to check in. So thank you very much, Commissioner Lazarow.

COMMISSIONER LAZAROW: Thank you.

CONSENT AGENDA

AGENDA ITEM C-1 through C-4

CHAIR CASTRO: Now we're going to go on with the approval of the final

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agenda, the C-1, C-2, C-3. C-4, for excused absences, we have Rita Mack and Mr. Steffens. And I think Patricia Good is running late. So if I can have a motion to --

MAYOR BOCCARD: So moved.

CHAIR CASTRO: -- approve all that.

MR. HOBBY: Second.

CHAIR CASTRO: All in favor? Any opposed? Seeing none, it passes unanimously.

VOTE PASSES UNANIMOUSLY.

REGULAR AGENDA

CHAIR CASTRO: Going on with the agenda, we have a presentation today, and we're going to probably take things out of order, and I'm just giving you a heads up.

But first we're going to go with R-1, which is a Planning Council, which I'm going to drop to the end of the meeting only so we can get the Public Hearing out of the way first and get that done with, and that way you can spend more time with the MPO asking questions.

AGENDA ITEM R-2 – COUNSEL’S REPORT

CHAIR CASTRO: So, with that, we'll go to Counsel's Report.

MR. MAURODIS: None today, Madam Chair

CHAIR CASTRO: Thank you sir

AGENDA ITEM R-3 – EXECUTIVE DIRECTOR’S REPORT

CHAIR CASTRO: Executive Director's Report.

MS. BOY: Good morning. I just have a couple items I just want to brief you on. First is, I want to follow up with a Complete Streets update. Planning Council staff's participation, to let you all know what we've been doing the past couple of months, and that has been that we've been working with the County planning engineering staffs, one, to work on updates with our County Land Use Plan to incorporate Complete Streets policies, drafts of those.

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We've been taking those to public workshops with the municipalities and interested parties. We've had two workshops, one in June and September. Great participation.

So we'll be looking forward to bringing those policies to you for first Public Hearing either the November/December combined meeting, or probably the January Public Hearing.

We've been working really hard. We have these couple subcommittees that Pete and I have been attending regularly, and really just trying to help the County work towards the goal of implementing Complete Streets.

Mr. Stewart's going to touch on MPO's role in Complete Streets, also.

CHAIR CASTRO: And I was going to ask you all to hold any questions about Complete Streets until they do their presentation, because then we can tie all the subject matter experts together. Thank you.

MS. BOY: Second item is the combined November/December meeting date. As of today's meeting, I've heard from 11 members, and we have 11 members that are available for December 12th, and 9 members available for December 5th.

There's about seven members that haven't responded, so I'm not sure. You know, you should pick a date today so that we can move forward with the advertising, setting the agendas. So that would be at your pleasure.

CHAIR CASTRO: Go ahead.

COMMISSIONER LONG: I'd like to apologize for not getting back to you. I'm one of those seven. I cannot do the 12th --

MS. BOY: I was not naming names.

COMMISSIONER LONG: -- but the 5th is available.

CHAIR CASTRO: He's for the 5th.

MS. BOY: He's for the 5th, so then that --

CHAIR CASTRO: He cannot do the 12th.

MS. BOY: -- that would be ten for the 5th and still --

CHAIR CASTRO: Any other non-voters who'd like to post a vote now?

MAYOR RYAN: Yes. I apologize for not getting back to you.

CHAIR CASTRO: You don't have to apologize. It's okay.

MAYOR RYAN: I apologize, and I just want to thank you, Commissioner Long, for taking the lead on that. And I look forward from hearing from the rest of you in a minute here. Either is fine with me.

MS. BOY: Okay.

COMMISSIONER KIAR: Since we're all admitting -- I'm fine with either of those dates.

MS. BOY: Okay. So then we're about even, so it would be the pleasure of the Council for selecting a date.

CHAIR CASTRO: I'm sorry. Anybody else? So do you want to make a date on that? We're still tied?

MS. BOY: It's about even now, so either for the 5th or 12th, so it's up to the Board what they select.

MAYOR STERMER: I'll move it for the 12th.

CHAIR CASTRO: You make your motion for the 12th. Do you have a second?

COMMISSIONER DUBOSE: I'll second.

CHAIR CASTRO: Any further conversation? All in favor, say aye. Any opposed? It's the 12th. Thank you all.

MS. BOY: Thank you. So that's how we'll proceed. That'll be your November/December combined meeting date. Obviously, no meeting in November due to the Thanksgiving holiday. Thank you.

VOTE PASSES UNANIMOUSLY.

MS. BOY: The next item is just want to let you know what's going on for next month's Planning Council Public Hearing.

It's a little bit heavier of an agenda. We're going to have five or six second Public Hearing items. You've seen all of those before. They've been transmitted to the State and coming back with the comments.

So you'll see those for second Public Hearing, and then we'll have two first Public Hearing items. One of them is Woodmont Country Club in Tamarac. You may be familiar with that. It's been in the newspaper a lot.

It's actually just to give you an idea, I think they've been working with the residents, but I think there's still some opposition. And we do send out courtesy notices. There's about 700 courtesy notices that are going to go out, so just so you're aware of that.

And I'll keep you posted as to how many calls we receive and inquiries as that Public Hearing gets closer. The final item I'd like to just let you know what's going on with is PCT, the text amendment 13-1, and that's related to the allocation of flexibility, more than a hundred units to non-residential, commercial, or employment center categories.

That's moving forward to the County Commission for Public Hearing on October 8th at 2:00 o'clock. And I spoke with Chair Castro last week when we were preparing the item, and decided that including the verbatim minutes from the June and August meetings would probably be a good thing to give the Commission kind of the realm in which you were discussing the items. So that's been attached to the item.

COMMISSIONER KIAR: Thanks.

MS. BOY: So that will be the 2:00 o'clock Public Hearing on October 8th, if anyone's interested in attending. I will be here.

MAYOR STERMER: Madam Chair?

CHAIR CASTRO: Thank you. Yes, sir.

MAYOR STERMER: Correct me if I'm wrong, Madam Executive Director, and maybe the County Commissioner can help us, there have been two items that this Board has approved with regard to amendments in cities that the County Commission has recently tried to modify. Can you help us understand what's gone on with those two items?

MS. BOY: I believe that you're talking about in terms of --

MAYOR STERMER: The one in Pompano.

MS. BOY: -- affordable housing in Pompano?

MAYOR STERMER: Wasn't there one in -- what was the one the other day? What was the one you were --

MS. BOY: In Davie. There was an amendment in Davie.

So basically, and I'll let Commission Kiar probably follow up, but I would just say that the County Commission, as far as policy 107.07 exists right now, it is applicable to Broward County Land Use Plan amendments that add more than 100 new units to the County Land Use Plan.

The County Commission, I think, is feeling that the policy may not be as effective as they would like, and that municipalities are able to meet the policy -- maybe the perception is without actually doing anything.

The County Commission is discussing having a workshop regarding affordable housing and the applicability, you know, to the County Land Use Plan and just affordable housing in general.

And it's actually one of the things that Chair Castro and I were going to discuss after the meeting, you know, as far as the Planning Council's participation in that process. And I don't know if Commissioner Kiar wants to add anything.

COMMISSIONER KIAR: Well, actually, I think you explained it very, very well. That was the gist of what occurred at the County Commission meeting.

Both those items did get through, but there were, I guess, a number of reservations and concerns from different County Commissioners with regard to the -- the concerns that you -- that you referenced. So thank you.

CHAIR CASTRO: Thank you. And to the point, and we're going to talk about apparently they're not ready to do any kind of joint meeting as far as affordable housing, and so we were going to try to see if we could get two or three of our members invited as participants.

So if you're interested in that, please let the Director know, the Executive Director know. If we only have two or three names, great. If we have more than that, we'll either try to figure out how we're going to do it or how the meeting time accommodates everybody, but we're going to actually probably draft a letter to the County Commission and Administrator, and see if we can't get some people available at that workshop. Okay?

Next would be R-4, but I'm going to also save that to the end along with R-1, just in case anybody wants to say anything on the record. You know, Mayor Fisher has been a valuable part of this Council, and, unfortunately, he's not here to hear us, so we thought maybe we could put something on the record and send him the minutes or something like that, so we're doing it that way.

He won't be back for a plaque or anything. He feels that this was his service and it's not something he needs to receive an accolade or award for, so we just want to have something to send him. So, with that, we're going to go on to PH-1, and then we'll come back to R-1 and R-4.

PUBLIC HEARING

AGENDA ITEM PH-1 – FLEXIBILITY ZONE BOUNDARY MODIFICATION – PCFZBM 13-1

CHAIR CASTRO: So PH-1, please.

MS. BOY: PH-1 is a proposed flexibility zone boundary modification in the City of Plantation. Essentially, what the city's proposing is to amend two flexibility zones. The one to the east, 74, is really a more residential area, and they have a lot of units kind of trapped in there, and they want to be able to use them to the western portion, their business district, like the mid-town business district, which is a swath of land basically between University and Pine Island, you know, redirecting redevelopment, mixed used development, in to the City.

The City -- the application provided the analysis of public facilities and services, the School Board impact statement, as well as a traffic analysis. You did receive one bit of additional agenda material via email, and that was just a follow up. It seems that the City engineering staff really wanted their statement that they agreed with the traffic study put into the report, so we will update the report as appropriate before it goes to the County Commission.

This is the one Public Hearing before the Planning Council. Whatever your recommendation is today, that recommendation will be forwarded to the County Commission, as they are required to approve flexibility flexibility zone modifications. And with that, staff recommends approval of the proposal.

CHAIR CASTRO: Any questions? A motion?

MAYOR STERMER: So moved.

COMMISSIONER KIAR: Second.

CHAIR CASTRO: Second. Any other discussion? All in favor? Any opposed? It carries unanimously. Thank you.

VOTE PASSES UNANIMOUSLY.

REGULAR AGENDA

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AGENDA ITEM R-1 – PLANNING TOPIC: BROWARD METROPOLITAN PLANNING ORGANIZATION (BMPO)-YEAR 2040 LONG RANGE TRANSPORTATION PLAN AND COMPLETE STREETS-GREGORY STUART, EXECUTIVE DIRECTOR, BMPO

CHAIR CASTRO: Now we're going to go back to R-1, to the Broward Metropolitan Planning Organization. And as you all may or may not know, Vice Mayor Richard Blattner is actually the Chair of the MPO, so I've asked him to introduce his team and the presentation. So I turn it over to Vice Mayor Blattner.

VICE MAYOR BLATTNER: Thank you, Madam Chair. First of all, I'm very happy and proud to be the Chair of a very great committee. And for those members that are here today, thank you for sending us some really great people. We have a terrific, terrific membership. Thirty-one cities, 19 sitting at a time, and I think there was some significant work.

Since the MPO separated from Broward County, the MPO has gone from under \$500,000,000 in funded transportation projects to 1.2 billion dollars in funded transportation projects per year.

Prior to that separation, our planning budget never exceeded \$2,000,000, but as of September, we have well over \$8,000,000 in planning projects that will lead to over \$800,000,000 in new capital projects for Broward County.

In the past year and a half, the MPO has become a direct recipient of Federal Transportation Administration funding, and since then we've been awarded 4.5 million dollars in grants.

We've been able to leverage \$37,000,000 in RTA (Phonetic) funds that was the first stimulus funding to advance multiple projects in 2020, in anticipated funding for 2020. And this includes, I'm proud to say, the final leg of State Road 7 in Hollywood, Andrews Avenue, as well, in Pompano Beach, the Wave streetcar in Fort Lauderdale, and we're now looking at potential funding for our expansion of Tri-Rail service on the FEC.

This increase in funding is due to a new and direct relationship with the United States Department of Transportation in Washington, as well as FDOT in Tallahassee. And kudos for that go to Mr. Stuart. He's done a great job.

We're also moving forward with the Complete Streets, which Mr. Stuart will be talking about, and we've developed a very robust sidewalk and bicycle lane program that most of you and your cities will .0will receive benefit from.

We're proving we can deliver. What guides our staff performance is our long

range plan, which is called Commitment 2040. Mr. Stuart will be talking about that, how the residents can play a part in planning for the 2040 transportation plan. And I'll let Mr. Stuart continue the dialog.

MR. STUART: Thank you, Vice Mayor Blattner. Chair, Vice Chair, members, it's a pleasure to be here. It's been four years since last time I was sitting and standing here, and this is a lot smaller.

Big picture with this, Broward Metropolitan Planning Organization, as the Vice Mayor has said, he's the Chair of the organization, has actually moved into a position where we're implementing projects.

A lot of that came from the 2035 Long Range Transportation Plan, but when you start talking about 2035 and 2040, your eyes glaze over. You don't understand exactly what's going on, and you say, well, you know, that's way out in the future, and what does that affect me today.

And, typically, people think in four or three year increments, so what we try to do is actually bring out exactly what that's moving forward with. The 2040 Commitment Plan, which is basically how we're going to spend tax dollars between now and 2040, has three simple goals. Move people, create jobs, and strengthen community.

The Board was very deliberate in its effort to make sure that things can be easily explained to the public, as opposed to long lengthy vision and mission statements that become gobbledygook of planner-ese that is one of the things that becomes our nemesis.

In this exact showing here, this graphic, it actually shows exactly how funding actually works and how these long range plans actually become reality. You start with the vision. And now, everybody says, oh, one group of elected officials will say we need to have the monorail system, another a streetcar, another a light rail, another better interstate access, another -- we'll have all these different views of what transportation should be.

Then we narrow that down and we start talking to all the functional agencies, whether it's Broward County government and its agencies or Traffic Engineering, Broward County Transit, Port Everglades, the Fort Lauderdale-Hollywood International at Dania Beach. We talked to all of them and said, hey, what is your plan, where are you -- where are you going with this. And we start bringing that into the plan.

And then we actually start looking at the actual needs, because beyond wishes and beyond dreams and beyond these are what our master plans call for, there is a requirement by the federal government that we say how are we

going to move our people around, how is this going to work. So as you start funneling down, we have that.

Then we have another area that we look at. And that's where it's not as sexy and not as ambiguous. We only have so much money to spend. And we've done a really great job of going from about a half a billion dollars to over a billion point two in actual revenues to build transportation projects in Broward.

That said, our long range prognosis is not good. The reality is we had thought we were going to have about \$8,000,000,000 of discretionary money for projects in Broward. That's now focusing down further to about \$5,000,000,000 in discretionary and the balance of the money, which is about \$16,000,000,000 that we're going to be spending, is on things that actually move people around our region.

So then we function down a little bit further as we do our planning and we take that and say here's what you actually need to do. We bring it back to the Board, all 31 officials as well as the County as well as the School Board, and they have a discussion. State law limits that discussion and voting to only 19 members. We are one of only two states in the country that do that to MPOs.

My brother in Dallas-Fort Worth, which is a fairly decent sized MPO, they have 44 members on their board. When you go out to San Diego and you go out to San Francisco, they have multiple boards because they can't fit into one room. But they're all deliberating the same issues.

So as the Board deliberates on how this money is going to be funding, and how this moves -- and towards the end of this presentation, this part of the presentation, I'm going to explain when that decision-making process is actually going to happen -- then we function down even further.

The transportation improvement program, and the thing is is that program is a funding document. It is a five year document that says this is how much we're going to spend on transportation dollars.

If a dollar gets spent on a project, whether it's the runway or the streetcar or a bus purchase, it has to be approved by the MPO. The monies cannot be spent unless that occurs.

So as we funnel these projects in a five year period, the first three years, you're actually going to see construction. The fifth year, we add every -- every year, and all of a sudden, you get all these projects. They come from the long range plan. It's not all of a sudden one day I'm sitting in my office and I call the Vice Mayor and I say what do you think if we do this.

It actually has a program, and there's a reason why that happens, and the elected officials make those decisions. And then ultimately, the reality comes in and the construction shows up. And that's when you all get the phone calls. I didn't realize this was going to happen. Why are these barricades in front of my house or my business?

But all of this has happened over a five and seven and ten and a twenty-five year period. This isn't something that is just created overnight, although with the public, they don't exactly know when it's happening.

Our public outreach program has been fairly significant. We keep on going out to the local governments and doing advertisements on the local cable stations so people understand what we're doing and when this -- these projects are going to be moving forward.

Then we also did something a little bit interesting this time around when we were asking the Board members what's important to them. What are the things that you see in 2040 that you want to see happen, and you see light rail, you see heavy rail, you see streets, Complete Streets. Those are things that the Board have said are important.

So, unbeknownst to them, we actually took the clickers that we used -- they did a silent voting, basically A, B, C, and they got to vote anonymously. So then we went out to the public, and we said to the public, what's really important to you?

Now, the last time we did this, we only got 500 surveys in. Right now, we're about 2400 surveys complete. They're all from different individual locations. We have been able to verify that they are not duplicate and that they are all in Broward.

We've also had responses from Palm Beach and Miami-Dade residents, which help feed out information as well, because, you know, as you know, we're not just in the -- we're not all by ourself on our island.

But they say transit important, roadways important, Complete Streets are important. You move further. Where are these respondents coming from? For those of you who are in your Commission districts or your County Commission districts, you can kind of start seeing where the responses are coming and where they're light.

And the thing that concerns me the most in the light responses is are those -- those are in our environmental justice communities. These with lower incomes are not necessarily reporting what they need.

You start seeing the southwest Broward actually with great responses, the central core of Broward with great responses, and then, as we see, the downtown area.

If you move further into this, you actually look at the different areas where the work employment -- I'm going to get to that one -- the work employment responses are coming from, and you can see that it's heavy in downtown Fort Lauderdale employment area. The Cypress Creek comes in second. And then it's spread upon other employment areas as well.

So this is where we're getting responses for our plan. This is the public input. If you look at the timeline along with this, you're really not in a place where I'm going to tell you tomorrow this is what you're planning on doing in 2040 and this is what we can afford to do.

But I'll be back to the Board here sometime hopefully in April to do a full presentation of what our Board is voting on and moving forward with to solicit input.

Now, each one of you have members that sit on the MPO and who are very vocal, which is great. But we encourage each one of you to go back and talk to your Commissions, where you are, what is going on with the Board, so that way we can have the full input of all the elected officials in Broward County moving forward with spending transportation dollars.

Okay. I'm going to pull back out. That's the long range plan. But really what we also need to talk about is the long range plan that actually is being implemented as we speak.

Five years ago, the Board went forward -- or four and a half years ago, the Board went forward and said we're going to do something different. We're not going to spend all of our money on roadway projects. Although we have advanced quite a number of roadway projects, we're actually spending a lot of money on sidewalk projects.

Unfortunately, we haven't been able to spend the money on the transit system other than the Wave because of O and M requirements, but the reality is is we can build sidewalks, we can build bike lanes.

That plan actually identified -- the 2035 plan identified multiple sidewalk projects and multiple bike lane projects in the County through all the cities. And so those identified sidewalk improvement projects actually have been funded.

And as we move forward with that funding -- this has been one of the most

remarkable parts -- so as we move into funding -- I'm going to get to the next one -- we have a look at how everything fits into the region and that regional mobility.

I'm sorry, I got ahead of myself. But back into the funding of projects. This past year, we've funded 15.5 million dollars worth of sidewalk and bike lane projects. Basically, if you think about that, we never actually got past sidewalk and bicycle projects that weren't part of a roadway widening, so this is a significant statement.

But when you make a statement when you're spending \$15,000,000, this next two years, we're spending 62.8 million dollars on sidewalk projects. In the next five years, the last outer years, we're putting another \$22,000,000 in it.

MAYOR RYAN: Can I just interrupt for a second? Is it possible for us to get an inventory of the past and what's planned for the next two years?

MR. STUART: Absolutely. And I just -- your city manager comes to our MPO meetings, so I'm grateful. He's very involved, actually. We can provide that information. We have provided that to Alan. I'll make sure that, you know, that he distributes it a little bit further, so that way you have it.

MAYOR RYAN: That would be good for us to have it. That's why I was asking, rather than me just sitting here emailing my staff to get it.

MR. STUART: We'll get it to the Executive Director.

MAYOR RYAN: Thank you.

MR. STUART: No problem, Mayor.

MS. KAPLAN: Can I just --

MR. STUART: Sure.

MS. KAPLAN: -- a quick question. Is that information broken down by city

MR. STUART: Yes, it is.

MS. KAPLAN: -- by each city according to the allocated funding.

MR. STUART: Basically, we've been working with each city manager that the -- the projects are programmed, and the community said that, yes, they do want the projects. And we're actually having the Department of

Transportation build the projects.

Typically, when federal dollars go to other government entities, there's all the reporting requirements from Davis-Bacon to -- there's a bunch of reporting requirements that become full time jobs that don't necessarily need to be, where we have a building, a four story building there on Commercial Boulevard full of State employees that are ready to do the work for free. So we're trying to utilize that asset as much as we possibly can to get things built faster. But I'll get you the information and hand it on to the Executive Director. Does anybody else have any other questions before we move on to the next?

UNIDENTIFIED SPEAKER: Sorry about that.

MR. STUART: No worries. Well, actually, so basically we're talking about a hundred million dollars worth of sidewalk projects in the next five years. That's a significant statement for a place that didn't necessarily spend that type of money.

Now, the Vice Chair -- or the Chair alluded, my Chair, the Vice Mayor of Hollywood, alluded to the Complete Streets effort. And we heard the Executive Director briefly talk about Broward County government's efforts on Complete Streets.

We're very pleased that the County government is moving forward with Complete Streets and incorporating that. The MPO went forward about a year and a half ago in doing a complete streets program. Being frugal, as we are, we actually went to Los Angeles and we borrowed their guidelines.

Working with Urban Health Partnership, we secured funding through the Centers for Disease Control to actually pay for the planning side of things. We ended up creating and adopting a document which we have three cities that have already -- or two cities have adopted and one more city is actually planning on adopting. You have City of Hollywood and Deerfield Beach. I happened to be at the Hollywood meeting the day they adopted. The City of Fort Lauderdale's adopting later this month, or October. We're very happy about that.

The Complete Streets program really calls for areas that the Executive Director and her staff are working with County to staff to incorporate into County documents, and requirements through the interlocal agreement that you have for the traffic control devices.

With that said, I want to focus down on one particular project in, you know, of the urban design area. And we have an urban program and -- for Complete

Streets, and now it's going to be an example in the City of Hollywood between City Hall and the FEC.

That investment in that location is paid for. We're going to move forward with funding for that. And the city has been phenomenal -- City of Hollywood has been phenomenal to work with.

That is going to include -- and if we focus down on the area, if everyone's familiar with that, it's a big piece of asphalt with not a lot of landscape and not exactly a pleasure to walk through.

The experience of the street, as you can see there, is actually the asphalt environment. What we're trying to do is advanced medians, put in landscaping, enhance ACTs operations in the corridor as well as Traffic Engineering.

You're going to see -- and I apologize to the Vice Mayor, we didn't bring the exact diagrams of what's being funded in that project, because there's angular parking, I believe, is being added to that, and a lot of other functions. Now, we're doing this as well in the City of Sunrise. Mayor?

MAYOR RYAN: Yes.

MR. STUART: And we've been working with your staff as well on that. That's Sunset Strip. That's the more suburban style Complete Streets. So as an example, those two projects are moving forward, completely funded. I believe we're going to start construction sometime at the end of next fiscal year, which is about a year and a half for normal people. My fiscal years are different than the County or the cities.

And so as we move forward with all of these different projects, this is actually the implementation side of the Complete Streets program. Now, we're very excited that our partner cities and the County are working very diligently to identify the policy changes that need to be done in the bureaucracy that we've created for ourselves, but the reality is is we have the money and we're ready to go.

So I encourage you as well as your staff as well as your city managers as well as the County Administrator to work with the MPO moving forward on -- particularly on Complete Streets, because we actually have the money funded to make this happen. That said, I'll take your questions. I look forward to coming back and meeting with you in April to talk to you about the 2040 long range plan.

CHAIR CASTRO: Commissioner Kiar.

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COMMISSIONER KIAR: Thank you, Madam Chair. And thank you, as always, for your presentation, Greg. You do a great job. I serve on the MPO and I've been incredibly impressed by your work ever since I've been on there.

I just had a quick question about Complete Streets, and I asked you -- I asked this the other day when we had a presentation at our County Commission meeting.

But it's something I'm legitimately curious about. I know, as Complete Streets are implemented, and I actually think of Sunset Strip as a good example of where I'm wondering what will happen, I know the streets will be -- the widening will be shortened, you know. I guess that makes sense. And there, in many instances, will be a reduction in the speed limit?

MR. STUART: Yes.

COMMISSIONER KIAR: And so I guess my question is with, you know, I guess, shortening the width of the streets and reducing the speed limits, on a street like Sunset Strip, during rush hour, would that likely increase traffic? Does it make it more difficult? I mean, those are things I've been very, very curious about.

MR. STUART: Actually, that's a really great question, and I appreciate you asking it. I really do. There's a philosophical discussion going on, and it's, well, if you lower the limit and you narrow the lanes, are people going to -- how many minutes does that add -- going to add to my commute.

I'm going to pull away from that Sunset Strip discussion for a second and talk about State Road 7 north of Sample Road. The Wedge. Basically, a few years back, Palm Beach County wanted to -- there were some land use amendments going on, and they're going to add another 3500 hundred homes.

Analysis was done by these folks that say the narrowing of the roads are going to be a problem and we're going to add on to the commute time. And they said State Road 7's going to have to be 17 lanes.

I want to let you know, we've spent \$8,000,000 with the Department of Transportation. In 2040, that is when that road will fail. It will take that long before that type of traffic actually generates anything that will increase delay beyond two minutes.

And when you start thinking about that number and what hype was created for how much traffic that was going to generate and how much more asphalt we were going to have to add, and how this was -- and that is a much larger,

much more significant facility. So I would say, legitimately, you can argue that it will slow traffic. It could add a minute onto your travel time. It could delay you just ever so slightly.

But what we're finding in the rest of the country where these things are occurring, where Complete Streets are going in, where roads are being narrowed, the return on the investment, the federal dollars going in, whether it's an \$8,000,000 project or a \$5,000,000 project or a \$3,000,000 project, the average value of the property adjacent to that facility has increased five times.

MR. STUART: That's a great return.

COMMISSIONER KIAR: That is. I understand and I appreciate that. And then I actually have one other question. This may not be within your purview, but I'm just, you know, curious about it because it falls under the Complete Streets, as well, and if it's not something that you deal with, don't even worry about answering it.

But I know there are also -- there's -- you know, as Complete Streets are implemented, there are a number of folks who are advocating for parklets. And the parklets, as you know, are basically, you know, like a restaurant can - - they move out into -- almost into the street or into the parking spaces, and people eat there.

And I know that in Fort Lauderdale, for example, they want to do it on Las Olas Boulevard, and I'm just wondering, does -- have -- have folks, the experts that are looking at this, taken into consideration the safety of this, because the last thing I'd want to see is a car run into people while they're having a good time eating lunch.

And so I'm just kind of curious about that. Actually, I -- believe it or not, I did a presentation on parklets at the International Parking Association which happened to have its international convention here at the Broward Convention Center. And I actually was presenting Complete Streets with Diana Alarcon who runs the City of Fort Lauderdale's Parking Division.

And it's kind of a weird world when you're sitting with a parking group talking about taking away revenue generating parking spaces to allow for outdoor seating for restaurants and bars. A drunk driver or somebody distracted in their car, whether it's a parklet or a parked car or people sitting on a regular sidewalk, accidents will happen.

The interesting thing I found about that International Parking Association is they were actually supportive of it. They were supportive of the idea because

they believe it actually slows people down in parking situations, which actually reduces the conflicts for parallel type parking.

So that's what they told me. I'm not the expert. They are. But it was one of those really weird experiences in life, when you're talking to somebody that this is how they make their money in life, and you're saying, well, let me take away some of your revenue generation and they're willing to do it.

COMMISSIONER KIAR: Thanks, Greg. I appreciate your perspective on both those. Thank you very much.

CHAIR CASTRO: Thank you.

I think Ms. Blake Boy wanted to comment, and Mr. Bascombe, and then Ms. Kaplan.

MS. BOY: Thank you. I just wanted to follow up on Commissioner Kiar's question really about congestion and will this concept add trips. And Mr. Stuart touched on it in his presentation.

Kind of the next phase of the implementation of Complete Streets as far as Broward County goes, is once we get these policies in place, one of the next things that we're going to be looking at is this multi-modal level of service as opposed to this traditional level of service that we have right now that's basically for single occupancy vehicles.

So all of those things take into account, single occupancy vehicles, transit, pedestrian, bicycle access. Then we'll be able to really start seeing what the impacts could be, you know, based on the Complete Streets implementation and the multi-modal impact.

So I just want to assure that that's what we are trying to transition to, is taking a holistic look at it as opposed to what we have right now, which is this traditional really single occupancy driven model. That was all. Thank you.

CHAIR CASTRO: Mr. Bascombe.

MR. BASCOMBE: Thank you, Madam Chair. Thank you, Mr. Stuart, for the presentation. I have a question actually on a more of a macro level, and it's always fascinated me how -- to understand how MPOs interact, let's say, with Dade County, Palm Beach County to be able to get a mass transit and also just transit plan between -- in south Florida. I just wonder if you could touch on that. And second -- secondary question, how -- is it? I mean, is that from a political standpoint right now? Are we talking or --

MR. STUART: Unlike --

MR. BASCOMBE: -- what's happening?

MR. STUART: -- unlike what I've heard from other organizations, county governments, the three MPOs in southeast Florida, we actually have an organization called the Southeast Florida Transportation Council. We all get together once a month. In fact, I was on the phone this morning with my colleague in Palm Beach, as well as Miami-Dade. She was getting ready for her Board meeting today.

And we actually talk on a regular basis. We have a mechanism for our staffs to get together. We share one model, which I know has gotten the Executive Director here a little upset, because we actually have one regional model. We don't have a Broward model any longer.

So our model models Miami-Dade, Broward, and Palm Beach, which is really a fascinating experience to say, well, this is really what this does to the local situation.

We actually work together in Washington, D.C. We work together in Tallahassee. We actually have a regional plan that we are developing based on the 2040. Our MPO, because we're independent of other local governments, have been taking a lot of leads in the planning development of the regional plan. We have a grant that we received to do a -- an analysis on storm surge on our infrastructure, on rainfall on our infrastructure, and that's - - we're doing it actually not just for Broward but for Miami-Dade and for Palm Beach, and Monroe, ironically.

We're also doing a regional transit systems plan where we're leading the effort of bringing all four transit operators in the three county area together and saying what are your individual visions and how does this meet together.

We have two DOT districts we have to deal with, District 6 in Miami and District 4. All of this coordination actually happens behind the scenes. So -- I'm sorry, sir.

VICE MAYOR BLATTNER: Freight.

MR. STUART: Freight. Oh. And we have a regional freight committee which -- thank you, sir -- that we're actually -- are also leading at our MPO level, which ties in Port Miami, Port Everglades, Port Palm Beach, the three international airports, several of the executive airports, the FEC, the CSX, it - - it's a very fascinating regional -- we are actually having a lot of regional dialog.

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We just recently -- actually, two weeks ago, received another \$12,000,000 from the USDOT for two connects on our freight network, one down in Miami and one in Palm Beach, but we wrote the TIGER grant for that. And so there's a lot of regional coordination going on.

We have a elected body, we have Mayor Kaplan actually serves as one of our appointments to SEFTC, so the elected officials get together and discuss regional transportation. There's a lot of dialog going on.

And then we'll talk about the FEC passenger service and moving Tri-Rail over to the east tracks. That has actually really been led now -- we've actually got it somewhat organized between the three MPOs and the two DOT districts and the RTA. So we're actually all on the same page, which everybody was going in different directions.

The federal government kind of likes that and the direction we're going. But the super regionalism is what you're referring to, and we're doing really well. I'm not sure what the other comment was. I apologize. I didn't write it down.

MR. BASCOMBE: Well, just to follow up on that, do you think there's any roadblocks in your way right now, and if there are, how do you solve them?

MR. STUART: Well, there are -- yes, there are road -- roadblocks. I will be honest.

MR. BASCOMBE: I'm sorry for the pun there.

MR. STUART: No, it's actually a very legitimate thing. You know, honestly, traffic control devices in Miami-Dade do not communicate with traffic control devices in Broward. Same thing in Boca Raton, which operates their own system. Traffic control systems in Palm Beach don't communicate.

There's a lot of interconnectivity that needs to be happened -- happening. Long term, where the region probably needs to head is a council or government form of transportation and infrastructure where we share water systems, where we share -- but we're not there yet. The roadblocks are not necessarily people not wanting to discuss it. The roadblocks are giving up control. And, you know, that's always the hardest thing you have to do in life.

MR. BASCOMBE: Thank you very much.

CHAIR CASTRO: Ms. Kaplan.

MS. KAPLAN: Thank you. Greg, you made the comment that I think all of us are aware of that our streets and highways are already overly congested with

cars. How do you get people out of their cars to use mass transit? Is that part of this plan?

CHAIR CASTRO: That's why we're narrowing the streets.

MR. STUART: Well, yeah, you have to -- you create an environment where you actually -- transit becomes a viable option. And right now, honestly, if I were to -- I used to take the 55 to -- I used to work in this building, and I used to take it, and then the bus route was taken off of my -- off of my street. I bought my house because I could actually walk down my driveway and get on the bus. Stop was there at the end of my driveway.

They moved it about a mile and a half in either direction, so I stopped being able to use it. Ironically, the folks that were actually at DOT that used to take the bus also were on that route going the opposite direction, and no longer use it because it is functionally not -- it doesn't work well for choice riders. It works extremely well -- we have a great bus system in Broward. BCT operates a fine, you know, organization, but it is good for transit-dependent only folks. It is not necessarily for choice riders like yourself or I who own cars, who can get there faster just by our vehicle.

MS. KAPLAN: So is that primarily a -- the feeder system issue as far as --

MR. STUART: Part of that could be feeder system. A lot of it is, you know, there has to be a choice to invest that type -- the capital necessary -- not the capital, but the funding necessary to operate a more robust system that'll allow folks to feed into it.

Like we have a very good community shuttle system. Lauderdale does, City of Fort Lauderdale does. And you look at the folks getting on the shuttle system and then getting to the bus system, they don't necessarily always hook up exactly right.

MR. STUART: And same thing when it comes to Tri-Rail, the bus system, the Tri-Rail shuttles. Tri-Rail actually operates its own shuttle system because the existing system doesn't hook up like it needs to. There's -- there's multiple redundancies, unfortunately, because one person operates this, one person operates that, and that coordination is very difficult. It really is.

MS. KAPLAN: Yes.

MR. STUART: So --

MS. KAPLAN: I know what it's like to try to attempt to get to Miami Airport. First you have to drive to Tri-Rail, then you change to Metro Rail, and then I

think you have to get on their People Mover, and then take a bus. I mean, it's pretty complicated. My last question is with the Complete Streets, has anything been discussed as far as like electric car charging stations?

MR. STUART: There's actually a whole a great question.

MS. KAPLAN: Because I'm a big advocate.

MR. STUART: The regional planning council -- the South Florida Regional Planning Council, through a grant that we didn't go after so that way they could secure it, was actually awarded money to plan with Florida Power and Light for electrical charging stations, and there's several municipal governments that have already put them in.

And we'd like to start working on some of the community shuttle operators to actually do electric buses or at least CNG buses. There's multiple ways we can kind of start figuring a better way for our environment and, you know, cost.

MS. KAPLAN: Thank you.

CHAIR CASTRO: Mayor Stermer.

MAYOR STERMER: What I don't want anybody to lose sight of is the MPO can pull down federal dollars for capital today and fill Broward County with buses today.

The problem becomes operating those buses. The MPO isn't, per se, the operator. So what happens is we can pull down money for locomotives. We can pull down money for buses. We can pull down money for transit systems. Hardware, capital dollars.

The issue becomes who's got the money to put operators and fannies in the drivers' seat of those vehicles. That's the betwixt and between of this conversation.

The MPO can plan its brains out, and will, because it's a federal function forever. The problem becomes the reality of bringing projects to fruition that require operating and maintenance, because then that becomes part of either this building's function or, if it's not this building or one of its agencies doing it, another operator's ability to do it.

So understand, the MPO is a planning agency. Somebody then needs to operate it. So don't think that the dollars aren't there to build robust systems today. They are. The issue becomes where's the money going to come from

to hire bus drivers, train operators, and things of that nature. So please don't lose -- it's a multi-faceted issue. So the money can be leveraged greatly. We can fill this County with hybrid buses big enough to stretch all over the world if we needed to. Today. The money's there.

Problem is there's not an operator that has funds to do it. So, please, to the question of how do we get people out of the cars, part of it's an education campaign. Part of it is building a complete system that people will trust and rely upon to do it.

Pick the city. New York, Chicago, Washington. Go out west. You get out of the car when you have a reliable, complete, timely system. And until we get there, that will not happen here. The other problem we face is Broward County is built out. Not by the cities, but based on what went on in this building over history of time. And now we are trying to retrofit the County for mass transit. And part of it is a difficult -- trying to put the proverbial ten pounds of stuff into a two pound bag. But that's the reality of where we are, because streets are so wide, corridors only have so much space.

And the question becomes how do you do it, because once you go vertical, the costs exponentially take off. You can build, like was contemplated for 595, a train upstairs and the roadway downstairs, but to put anything upstairs, the pouring of the concrete and the cost of elevating, whether it's a rail system or a roadway system, go up exponentially.

So -- and we only have so much space. Broward wasn't designed with mass transit in mind. So we're at a -- it's an interesting time of figuring out how to do that.

To the Executive Director's comment regarding regionalism, we're at an interesting place here in southeast Florida, because Broward County benefits from the current state of the law. If the governor had his choice, he would change it and do away with the local control we currently have in Broward County.

If the three MPOs combined, we'd probably be the third largest MPO in the country. Other MPOs around the country don't want that to happen, because they'd lose the money because the money would come here. So it is a fight for dollars. But there is a better coordination today than there ever was between the three counties.

And, Mr. Bascombe, to your point, yeah, there's a big dog. It's Miami-Dade. When they say they don't want to play, they don't play. It's real simple. Part of moving to the regionalism is everybody wants to do it, but Miami-Dade wants it their way. You know, we work -- you know, Broward's MPO and

Palm Beach's work really well together. The problem is the County Commission in Miami-Dade sits as their MPO. So it's a different group of folks that decide different things.

So please don't misunderstand. There are inventories for everything, whether it's each individual sidewalk project in each city that goes to a bike lane. Each city knows what that is.

But understand the bigger picture. These are planning dollars to pull down for project, not O and M dollars. That's where the real problem is in the process of what this agency does.

MR. STUART: May I follow up just --

CHAIR CASTRO: Sure.

MR. STUART: -- for a second? Just to build on Mayor Stermer's comments, this last year, we had \$400,000,000 fall out of the sky, and that was to build the managed lanes on 75. And it was a very robust conversation among the elected officials, not because they didn't want the project to go forward, but shouldn't we be funding the FEC project, shouldn't we be funding this transit project.

And as staff, it's really hard to turn to the elected and say, we should, but we can't because you haven't identified a funding source to maintain it. And we do have a dedicated funding source to maintain our roadway network.

And until that is addressed, as Mayor Stermer has elaborated on, we can plan to our hearts' content, and we can find the money to do things, and we really can, but the leadership has to take a decision to fund the O and M. And that is something, as an MPO, MPOs typically don't run transit systems, and I don't think planners should run systems. I just have a bad problem with that.

CHAIR CASTRO: Go ahead.

MS. GRAHAM: Thank you, Madam Chair. To the Mayor's comment about how do we get people out of cars, I can't tell you the number of Broward County transit buses that don't stop for people waiting for the bus.

I can't tell you the number of times I've seen people either running towards the bus as it's pulling away or running after the bus as it's pulling away. And this morning -- I do insurance work, I always have my camera with me -- and this morning, route 9, bus route 9, on Northwest 31st Avenue at Prospect, the man was coming northbound, the bus was going south. There's a guardrail

on the west side of the street. And the bus slowed down and he didn't stop. I couldn't believe it. And, again, I was one lane over in the middle. He was on the far right lane. Then the man tripped over the guardrail. Again, I didn't get a picture of the man, but I plan on taking pictures, and I'm going to email them to Mayor Jacobs and whoever's supposed to be running the courtesy training for bus drivers, because if you depend -- if your lifeblood is a bus to get you to and from work or to and from whatever, school, college, and they power trip you, I mean, that's called situational power, and what are you going to do, you know?

And, I mean, I've spent time in New York and I lived in New York, and certain municipalities, they will hold the bus for 20 seconds until you can run and chase it, you know. And that's how that young boy got hurt, trying to save the bus for him and his mom.

So you'll never see me on a bus. I've never taken a bus -- I've been here 29 years -- because I don't think they treat the paying customers politely, and they certainly don't take care of the taxpayers that fund the whole operation.

CHAIR CASTRO: Thank you.

MS. GRAHAM: And that's why you're never people out of their cars.

UNIDENTIFIED SPEAKER: Well said.

CHAIR CASTRO: I'm going to ask a few comments, then I'll get back to you.

First, I agree with everything everybody said. I think -- and I joked under my breath over here, and one or two people heard me, you'll get them out of their car by making it inconvenient. Until we make it so inconvenient, I don't think you're going to get people out in south Florida.

And we've talked about this before. The northeast corridor is a lot different, in Chicago than ever. And, to Mayor Stermer's point, they were built with kind of a ability to have a mass transit footprint to start with, and it was early on in their history that they had mass transit systems. Florida's going to always be a challenge because of the weather, the distance from your workplace to your home place, and how complicated it is to get there.

So I don't know if and when it's going to happen. You can get all the operators in the world. If they don't have the ridership to pay the fee, they're not going to make money and they're not going to operate.

So it's great that you plan it, but unless the consumer wants what you're planning, your dead -- DOA anyway. So until the whole community wants

mass transit, you can build it, but I don't think they're going to come. I think they're going to hold out until they're inconvenienced enough where they have to get on mass transit to get to work on time.

Having said, that, going back to your original presentation, sidewalks that you were talking about, and the millions of dollars, are those only State, federal streets that you're working on, or do those also include city roads?

MR. STUART: No, actually, they are including city roads. We actually worked with the US Department of Transportation several years back to allow us to flex federal dollars off the federal aid system.

And the City of Fort Lauderdale is actually one of the first locations where we're starting to do that heavily, because they were participating very heavily in the 2035 plan, so they have a lot of projects put in. We have about \$700,000,000 worth of projects in -- just in Fort Lauderdale alone. I mean, the majority of them are actually off-system streets.

CHAIR CASTRO: Okay. So the process to pick was actually a level of participation, not necessarily a need or an aged or --

MR. STUART: Well, there's needs --

CHAIR CASTRO: -- or an infrastructure aging?

MR. STUART: -- there's actually needs --

CHAIR CASTRO: Understood.

MR. STUART: -- everywhere.

CHAIR CASTRO: Yeah.

MR. STUART: One of the things we constantly remind the elected officials that serve on the MPO is they -- we have all of your city staff serving on our Technical Advisory Committee. And in July, we sent out a letter, including the City of Dania Beach, and we said, give us your needs.

CHAIR CASTRO: I don't represent Dania Beach.

MR. STUART: Let us know what they are. I know.

CHAIR CASTRO: I'm not an elected official anymore.

MR. STUART: No, we're --

CHAIR CASTRO: I'm just a Broward resident now, so I'm just asking in general. That's all I can say about that. And, frankly, I'm a native, so I've watched us age. That's okay.

MR. STUART: So we sent a letter out to the different cities, and certain cities didn't respond or just responded with the applicant's name and said we have no needs. And we can't come in and say you must do this. We're going to build this in your neighborhood. That's -- that type of transportation planning has finally died. We're actually asking do you want this? Does your neighborhood accept it? Would you like this, and then we'll work with the Department of Transportation and create the funding. It's not a top down you must do this, it's would you like.

CHAIR CASTRO: No, and it shouldn't be. That's why I was asking if you were establishing needs. I would ignore the politicians altogether on this. I mean, Broward County has an infrastructure. If I'm the bridge guy, and I'm sure you guys look at bridges, I first go with the age of the bridges and say, okay, who's ready for a makeover because it's 50 years old and it's outlived its usefulness. It's on the books. That's the first bridge I'm going to tackle; right?

So I would think we'd do the same with roads and sidewalks to an extent. I mean, if we're going to do things up new, or look -- the next priority might be places that might be newer but then didn't have them put in, but they're required to be there kind of. So if we --

MR. STUART: We look at crash data.

CHAIR CASTRO: -- we do the sidewalk program in Dania Beach, whether it's -- we do actually solar lighting. We do sidewalks and we do a 50/50 program, because I live there, not because I'm elected.

But the point was is we look at the needs based on aging and actual view of the actual infrastructure asset to see what's the most needed one to be replaced or changed out or modified. So I was just asking how the process was decided.

But, because you brought it around that way, it's kind of curious, because I want to know how does that tie in and, you know, I was on the MPO a few years ago and we had the whole hub discussion and the hubs determined financial resources. Is that the same for the sidewalk program and the Complete Street program? Is that also determined by the financial hubs and where they're located as far as funding, or is that a different set of money and comes in a different way?

MR. STUART: We have multiple pots of money and how the funding works.

CHAIR CASTRO: Okay.

MR. STUART: And sidewalks, again, you know, there's more than just are you willing. There's also -- there's crash data to support it. Is there a project in that location that we can move forward with? Is it a resurfacing project? Is there a sewer system replacement project?

CHAIR CASTRO: Right. That you're compatible with it.

MR. STUART: We also look to be predatory, you know, so that way we're not coming in, ripping up something once and then ripping it up again and ripping it up a third time. Those days are gone, as well, because we have to be a little smarter with the money. As far as the hubs, the hubs are predicated on boardings and alignments of a premium transit system that we'll --

CHAIR CASTRO: Transit. Right. Okay.

MR. STUART: -- one day develop. You know, that's -- our first hub is in downtown Fort Lauderdale here. It's actually where the FEC station will be located, and we're waiting for them to make their final announcement.

But that will be in that location. It connects into the Wave streetcar system, which, by the way, if we're going to have anything, that's where it's going to start.

And our Board two years ago also finally voted on the alignment for the Wave becoming the east/west down Griffin and then out to Nova Southeastern, out to the new medical college. Hopefully that happens.

But all of those things are how you get there. The Complete Streets program, we actually have a Complete Streets Committee. County staff actually sits on that as well. So does DOT staff. So does city staff. And they make recommendations. We take it to the Board and we say this is what your technical staff is advising. We believe that they're advising the correct, and we move forward with funding.

CHAIR CASTRO: Okay. One of the things you want to look at from the sidewalk perspective, and this goes back to my ADA law background, a lot of sidewalks in Broward County are not ADA compliant, and not even continuous enough for people with disabilities.

To me, that should be one of the top priorities. The other priority, obviously, and maybe even before that or at the same time, is what we call walking

patterns to schools, especially elementary and middle schools. The first time.

So, again, that's what I was trying to ask you, is there a rule -- you know, everybody will come ask for the money eventually, but sooner or later somebody's got to add some common sense to the thing and say, look, we've got to get the kids to school safely. Good. We've got to help people that -- with disabilities, so that's -- and you don't have to answer that unless you --

MR. STUART: No, actually, I do.

CHAIR CASTRO: -- want to comment. That's fine.

MR. STUART: I want -- I really want to touch on the school subject, because that was a big issue that we had up in Washington and in Tallahassee. We basically have a funding pot for the safe walks to routes --

CHAIR CASTRO: Cool.

MR. STUART: -- to school program. And we've been working with Mr. Runcie and his staff over there at the School Board to make sure that that funding comes in.

While they have to come through our transportation enhancement program right now, our alternatives program, we submit all of those up to central office for funding.

CHAIR CASTRO: Okay.

MR. STUART: So --

CHAIR CASTRO: No -- no offense --

MR. STUART: -- we've been pretty busy.

CHAIR CASTRO: -- to the School Board, but you might want to reach out to the cities on that.

MR. STUART: Oh.

CHAIR CASTRO: Cities tend to know. You know, a lot of cities even -- I know in our city, we try to have off duty police officers near some of the schools that are in question to protect the kids.

So sometimes the school or the principal -- and I know the School Board will probably reach out to the principals, how do your kids get here, but they could probably help you devise those routes and figure out what they are and where the needs are.

MR. STUART: I do want to touch on your maintenance issue for the sidewalks, as well as ADA issues for sidewalks. Once a sidewalk is put in and it meets the standard code that is required, then whoever the maintenance agency, regardless -- this goes back to O and M -- it becomes the responsibility of either the local government, the County government, whoever that sidewalk belongs to -- could be a property owner --

CHAIR CASTRO: Correct.

MR. STUART: -- and they must maintain it. So that's a different conversation.

CHAIR CASTRO: Absolutely. And, again, I'm not representing Dania Beach, but I'll tell you we're doing ADA compliance around the city. My own neighborhood was ADA compliant relative to sidewalks. I was grateful to see it.

So we also have something called the Oasis program, which is a lot like Complete Streets, so I'm going to ask the city staff to come see you and show you what we've been doing and see how it fits with your program, because it is, to your point, definitely creating higher value for the properties that are along that street or that corridor. And we're doing it mostly on neighborhood residential streets to improve the value of the neighborhood and stuff.

But it does have a whole powerful meaning to the community and improving the community and creating -- improving the value of the properties. Lastly, one of my issues always with the MPO, and you know this, and I know Vice Mayor Blattner knows, is the small city representation.

You know, larger cities tend to have a bigger seat at the chair -- at the table, so they know more what's going on, they're more plugged in, and they've pulled more dollars than small cities.

You gave me some good news a couple months ago, so this is a softball question I'm throwing you today, and that was there might be a new committee started up for small cities and that sort of thing.

So I would like you to address that issue, because that's always been one of the imbalances we've encountered.

VICE MAYOR BLATTNER: We actually have an Executive Committee, and we expanded the Executive Committee to include a representative from smaller cities. In this case, it's --

MR. STUART: Javier Garcia.

VICE MAYOR BLATTNER: -- Javier Garcia from, I believe Hillsborough Beach. Couldn't be a smaller city. And we've challenged him at the Executive Committee level two weeks ago to, on a quarterly basis, pull together representatives of the small cities and just have a roundtable discussion. Are we meeting your needs? Do you feel well represented? How can we bring you under the tent more often and more frequently.

So, yeah, we're doing that. But I will say this, that -- and former Chair Stermer would also recognize this. Sometimes -- when we start our meetings at what, 9:30?

MR. STUART: Yes.

VICE MAYOR BLATTNER: By 11:00 o'clock, some of those 19 chairs are empty of the primary members. And I can tell you that Southwest Ranches is always there. Lauderdale by the Sea is always there. And many of those small cities end up being able to vote because the key city, the primary city, left the meeting.

So we're doing two things. We're encouraging them to get together as a group of small cities, and tell us if we're meeting their needs, and we're trying to include them in the discussion.

Even though they can't vote, if there are 31 people there, and only 19 can vote, 31 people can talk and express themselves.

CHAIR CASTRO: Small city is defined as 50,000 and less, but standard, not entitlement?

VICE MAYOR BLATTNER: It's anybody other than the 19.

CHAIR CASTRO: Okay. There you go. That's a good way to define it.

VICE MAYOR BLATTNER: So, remember, the 19 includes four -- four County Commissioners --

CHAIR CASTRO: Four.

VICE MAYOR BLATTNER: -- so it's 15 cities that are there and 16 that

aren't.

CHAIR CASTRO: Right.

MR. STUART: But I would like to add onto that -- I'm sorry to do this -- but the Board actually recently voted a membership fee, and the membership fee is for advocacy in Washington, D.C. and in Tallahassee.

I'm going to be taking an item to the Board next month for our legislative position for Tallahassee, one of which our Governance Committee recommended, which was to change the law in Tallahassee to allow all the members to vote.

So, you know, I have to work with my other partners at the MPOs around the country -- around the State to make sure they're comfortable with that. A lot of the other Executive Directors are afraid of having larger boards and having more than 19 members. So it's a -- it's a little bit of an uphill battle, but we think it's worth fighting.

CHAIR CASTRO: No, and I -- and I'll be honest with you, I kind of agree with the other guys. Thirty-one voting members is going to be a real, as they say, herding a room full of cats in rocking chairs and stuff. But that's okay. Mayor Stermer.

MAYOR STERMER: One of the nice things I will say about the MPO is 19 -- 14 -- how -- 14 elected cities sit there as voting members, and most of them, most of the time, take off their parochial hat, and it really becomes a regional effort.

We had the privilege, when the first set of stimulus dollars came down, as a Board, unanimously to vote for building the bridge that went from Deerfield into Boca. We know that's a finite little corner of the County. It's a finite road. But yet every representative government in this County voted for that project, because we basically said, if we all start to be parochial, nothing's going to get done. So what's nice is this group of folks actually takes the bigger vision. Many years ago, folks in Deerfield Beach were not happy with me, and the conversation has resurfaced, that says the Sawgrass Expressway can't stop. It needs to blow through all the way to 95. It can't become a signalized roadway anymore.

We know for a variety of reasons in the past that didn't happen. Those reasons have changed, and the conversation needs to complete itself, because in order to make this County go -- it goes back to the question of how do we move? There's got to be enough roadways that basically form a circle contiguously around this County, without interruption.

And that's what's coming. So what's nice is you actually get folks to take off the parochial I want it for me hat, and put on the how do we get people out of the cars, how do we get onto mass transit, how do we get Ms. Graham into some form of transportation at some point. Yeah, and that's really how do we do it. And that's the beauty of it.

To Ms. Castro's point, and she sat on the Board for many years, it is a struggle to ask for anything related to this in Tallahassee, because, at the end of the day, there are politics involved with the MPOs. We're here pursuant to the -- a former Governor's allowing the interlocal agreement to stay in place. And the problem is going to ask current government up in Tallahassee for something. Be careful for what you wish.

But that sort of -- it's like what this board does. This board looks at what's best for planning issues in the County. The MPO Board has, at least in the past ten years, gone more towards that way. So it's, you know, kudos to them.

CHAIR CASTRO: Ms. Kaplan.

MS. KAPLAN: I just wanted to get a clarification to make sure there's no misunderstanding. If we have the funding, then why do improvements seem to be stalled or slow in developing?

And the second part of that question would be if it is politically related, then how do we resolve that, like I, as a lay person, and all my friends, I mean, how do we get involved, then, because it's obviously impacting a lot of people.

MR. STUART: All right. I'm going to do one more plug for another MPO program. It's called Speak Up Broward. And it's speakupbroward.org, if you go to the website. We're actually rolling that out as part of our partners with Broward Workshop, all of our transportation partners.

And it actually is saying, hey, this is what we need to do to fix our system. It's creating advocacy at the levels, not just politically, but at community levels to say what is it that you need to do something.

We learned this from an experience that happened in Utah. Salt Lake City has a very robust transit system now in an area that is heavily conservative. And they were able to put something together by actually working with the communities, the civic leaders, and saying we need to get something done.

The Federal Transit Administration has been a great partner in moving forward with this advocacy and education campaign that we have. And it's

actually kicking off in January officially but we're already having informal meetings. Actually, our next meeting is at DOT's headquarters, I believe next week.

CHAIR CASTRO: Okay. Anything else? Thank you very much, Mr. Stuart. We appreciate your time this morning.

AGENDA ITEM R-4: CORRESPONDENCE

CHAIR CASTRO: And now we're just on to R-4. I want to take a moment of privilege. Mayor Fisher, as I told you early on, when you all were gracious enough to elect me to the Chair, were big shoes to fill.

I have worked with him on this organization for about, I think, four or five years, and I think he's one of the most consummate professional business people, elected officials that I've ever encountered.

And I think we're going to miss his presence and his leadership and his experience immensely. So as far as I'm concerned, I want to wish him the best. I told him whenever he needs support, whatever he does in life, feel free to give me a call anytime, and I know he'll let us call him if we have to to ask any questions or deal with it.

So, because he's not going to probably make it back for any kind of presentation whatever, because he's just, you know, that humble about it, I just wanted to take a moment and put something on the record that we can send him the minutes and tell him how much we're going to miss him. So if anybody else -- Mr. Hobby, we can just go this way, and then we'll go that way if you want.

MR. HOBBY: And I'd like to say I have served on this Council, at least continuously, longer than anybody else, and have seen quite a few Chair people, all of them very good.

But I think that, with all due respect to them, Lamar -- there's nobody better than he in running a meeting and having everybody leave smiling, or at least, if not smiling, at least he spread the dissatisfaction fairly evenly.

I've known Lamar for a number of years and been involved with him in a number of organizations, and he is a person who doesn't call attention to himself. He's not bombastic. He doesn't talk even that much at most of the meetings. But every organization he's involved in is better for him being on it. So I was very disappointed to see him leave, but I know that we'll be seeing him in a lot of other guises.

CHAIR CASTRO: Absolutely.

MR. BASCOMBE: Outstanding service, outstanding professionalism, outstanding person. He'll be missed.

CHAIR CASTRO: Thank you, Mr. Bascombe.

MS. GRAHAM: I agree. Well said, Tim. And he will be missed.

CHAIR CASTRO: Thank you, Ms. Graham.

MAYOR RYAN: I did not have the experience on this Council with Mayor Fisher, but when I was given the opportunity to consider serving with my colleagues now, my first step was to go back and look at the minutes before I jumped in, to see what I might be getting into.

I was happy, after reading the minutes, to see what an amazing meeting he ran, the level of professionalism from all of my colleagues that are here and were on the -- and the commitment, but it was clear that this was a top down influence, that when you step in this room, it was about the broader issues for the County. It was not acceptable to be parochial.

And this was perhaps the legacy that now I know, Madam Chair, you also carry which is to make sure that we are committed to our job in the most professional way. And I thank Mayor Fisher for instilling those principles in this Council.

CHAIR CASTRO: Thank you, Mayor Ryan.

COMMISSIONER LAZAROW: I also didn't have the pleasure of serving with Mayor Fisher too long, either. I did, however, have the pleasure of attending one of his Commission meetings, as well as this, and he is as professional there as he is here, and always welcoming with a smile. And I second this emotion about Chair Castro. I feel that I'm learning a lot from you, also.

CHAIR CASTRO: Thank you.

COMMISSIONER LAZAROW: So thank you.

CHAIR CASTRO: Thank you.

VICE MAYOR BLATTNER: Stand up guy.

CHAIR CASTRO: Thank you. Thank you, Vice Mayor Blattner. Commissioner Long.

COMMISSIONER LONG: I think if he gets these minutes, he's going to get a big head so --

CHAIR CASTRO: For the record, Commissioner Long.

COMMISSIONER LONG: I've served the Seafood Festival with him before, so I see the other side of Lamar. Lamar's a great guy. I mean, inside and out, professionally, governmentally. Not much to be said. We are going to miss him, but I know he left us in good hands.

CHAIR CASTRO: Thank you.

MS. GOOD: And when I joined this group, he was the Chair, and he is the utmost professional. And I just have to say he's got a kind heart and that glowing smile.

And he will definitely be missed participating with us, but we know that he will be participating in other ways, so.

MAYOR STERMER: Madam Chair, my only comment would be we understand that Mayor Fisher may not come here, but whatever I think our tradition is for recognizing past Chairs, we do that and send it to him.

CHAIR CASTRO: We're going to do that.

MAYOR STERMER: He may not come to us --

CHAIR CASTRO: Yes.

MAYOR STERMER: -- but we should do whatever we do and get it to him.

CHAIR CASTRO: We plan to do that, sir.

MAYOR STERMER: Okay. Just wanted --

CHAIR CASTRO: That goes without saying.

MAYOR STERMER: -- just -- I just wanted to --

CHAIR CASTRO: But it would have been nice to actually present it --

MAYOR STERMER: Yes.

CHAIR CASTRO: -- in person to him. That was our plan today, but, yes.

MAYOR RYAN: I would -- I would offer a friendly amendment to that, and perhaps a volunteer from the Council would actually go to the City Commission to present that --

CHAIR CASTRO: Good idea.

MAYOR RYAN: -- and request some time.

CHAIR CASTRO: Absolutely. We can do that.

MR. DE JESUS: What if he denies it?

CHAIR CASTRO: We'll call him in advance and book it. It's okay. We'll make sure it gets done well.

MAYOR BOCCARD: Unfortunately, I didn't have the opportunity to serve as long as many of you have with Mayor Fisher, but the short time that I did, I saw the compassion, the ability to give you the opportunity to speak, and the professionalism.

And my friendship outside of this Council with Lamar is just very nice, outstanding man. As a matter of fact, I was at his City Hall the other day, and I looked him up. And he was not there, but he made sure to give me a phone call back, said sorry I missed you. But he didn't know I was coming. He didn't have to apologize, but, you know, so we're going to miss him. And I'm sure whatever he does in his future will definitely be top notch.

CHAIR CASTRO: Okay.

MAYOR BOCCARD: Thank you.

MR. DE JESUS: Thank you, Madam Chair. Consummate professional. In my relationship with the Mayor as an elected official, the short time here on this Council, any of his civic responsibilities, his business responsibilities, he's an absolute gentlemen, pleasure to work with. And he served this Council well. He'll continue to serve the community well.

CHAIR CASTRO: Thank you.

MS. KAPLAN: Well, as the new girl on the block, I did not have the pleasure of working on the Council with Mayor Fisher, but I wish him the best in all of his future endeavors.

CHAIR CASTRO: Thank you, Ms. Kaplan. Mr. Furr.

MR. FURR: As the new guy on the block, I wish -- based on everything I've heard, I wish I had had the opportunity to have him as the Chair. He sounds like a great guy.

CHAIR CASTRO: Thank you. Thank you all. Remember, get your parking things validated, money in the food cup -- food cup. Anything else before we adjourn? We stand adjourned.

(THE MEETING ADJOURNED AT 11:19 A.M.)