

## MINUTES

### INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

MEETING AUGUST 2, 2024

#### **MEMBERS PRESENT:**

Phil Allen, Retired, Finance

Deborah Madden, Environmental Sciences, Florida Energy Policy Attorney,  
Southern Alliance for Clean Energy

Douglas Coolman, Chair, Retired, Land Use and Urban Planning

Ronald Frazier, Architecture

Erdal Donmez, Former City or County Manager

Anthea Pennant-Wallace, Vice Chair, Designee of Broward College, Supplier  
Relations and Diversity (Via Zoom)

#### **MEMBERS ABSENT:**

**Alan Hooper, Engineering/Construction Management, General  
Contractor and Real Estate Re-developer, Hooper Construction, Inc.,  
and a founding member of Urban Street Development.**

**Shea Smith, Accounting, Director of Audit and Attest Services,**

**Berkowitz Pollack Brant Advisors and Accountants**

**Alejandro Munoz, Public Transportation Consumer**

**Also Present:**

Nathanial Klitsberg, Surtax General Counsel, Broward County Attorney's Office, via Zoom

Gretchen Cassini, Board Coordinator

Ray Burnette, Administrative Support Specialist

Tim Garling, Deputy General Manager, Broward County Transit

Coree Cuff Lonergan, Director, Broward County Transportation Department

Tony Hui, Broward County Public Works Department

Richard Tornese, Director, Broward County Highway Construction and Engineering Department

Anh Ton, Director, Broward County Highway and Bridge Maintenance

Nichole Francis, Small Business Development Specialist

Phil McChesney, Director, Consumer Protection Division and Assistant Chief Innovation Officer

Juan Beya, Laws Reporting, Inc.

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at One North University Drive, 1<sup>st</sup> Floor Board Room, Plantation, Florida, at 9:30 a.m., Friday, August 2, 2024.

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

## CALL TO ORDER AND ROLL CALL

CHAIR COOLMAN: Good morning, everyone.

UNIDENTIFIED SPEAKERS: Good morning.

CHAIR COOLMAN: It's a little after 9:33, I guess. Let's call the meeting to order.

And this is the February [sic] 2<sup>nd</sup> workshop, Surtax Oversight Board.

This sounds a little loud. How do you adjust that?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Right here?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: That better? How's that? Testing. We apparently have different microphones today.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: We have a -- by the way, this is a workshop. There'll be no votes taken today.

We have five present and some calling in. Anthea's going to be calling in. We aren't required to have a quorum anyway, and we have some I guess excused absences from the others.

I'm sorry Alan's not here, because (inaudible) signalization, which has been one of his --

MS. CASSINI: That's next week.

CHAIR COOLMAN: Huh? That's next week?

MS. CASSINI: Next week.

CHAIR COOLMAN: Oh. I thought it was today. All right. I stand corrected.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: Would you like to --

MS. CASSINI: (Inaudible.)

CHAIR COOLMAN: -- do roll call, please?

MR. BURNETT: Douglas Coolman.

CHAIR COOLMAN: Here.

MR. BURNETT: (Inaudible.)

UNIDENTIFIED SPEAKER: Here.

MR. BURNETT: Phil Allen.

MR. ALLEN: Here.

MR. BURNETT: Ronald Frazier.

MR. FRAZIER: Here.

MR. BURNETT: Debbie Madden.

MS. MADDEN: Here.

MR. BURNETT: Anthea Pennant (inaudible). She had some (inaudible).

## **PRESENTATIONS**

**I      TRANSPORTATION SURTAX PROGRAM OVERVIEW: JANUARY 1,  
2019 - JUNE 30, 2024**

INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD  
AUGUST 2, 2024  
9:30 A.M.  
nkc/JB

CHAIR COOLMAN: We have I guess, what, five presentations to start with, and we're going to begin with Broward County Transportation Department.

UNIDENTIFIED SPEAKER: (Inaudible.)

(Applause.)

- **BROWARD COUNTY TRANSPORTATION DEPARTMENT**

MS. LONERGAN: How are you?

CHAIR COOLMAN: Good morning, Coree.

MS. LONERGAN: Good morning. Can you hear me?

Okay. So good morning. I'm really glad to be here today and see you all again.

And to start things off, we have a video that kind of highlights what we were able to accomplish this year.

And I hope this works. (Inaudible.)

(Video plays.)

MS. LONERGAN: And (inaudible) the sound.

(Laughter.)

MS. LONERGAN: If you can hear it. Thank you.

(Video plays.)

MS. LONERGAN: And that music keeps going.

(Video plays.)

MS. LONERGAN: So we are having, clearly, technical difficulties.

(Video plays.)

MS. LONERGAN: So this is an interesting part of the video.

(Inaudible.)

(Video plays.)

MS. LONERGAN: We actually had a reporter that was doing a story on the (inaudible) connector between (inaudible).

(Video plays.)

MS. LONERGAN: And they were saying how great it would be to have that service.

(Video plays.)

UNIDENTIFIED SPEAKER: We tested everything yesterday (inaudible).

MS. LONERGAN: Okay. So yesterday it was ready. My apologies for the -- the technical difficulty here.

But the bottom line is that, you know, we had a -- a very really good year despite some very high hurdles that we had to overcome earlier in the year.

And it just goes to show you the resiliency of our organization in terms of making sure that we're able to deliver on our commitment to our riders.

So -- (inaudible) that again. Okay.

So, basically, we accommodate about 14,000,000 rides a year, and we have about 11,000,000 -- I'm sorry -- (inaudible) million hours of service

that we run a year, and about 14,000,000 miles around the County.

We have 267 buses that leave our system every day to meet our riders.

I'm not exactly sure what's going on with the audio right now. But I'm going to do my best to -- to say things here.

So we have about 1250 employees that represent BCT. And in the room, I have several of them. I will introduce them in a little bit.

But that's how we keep the magic going here.

Our ridership this year, you know, we've talked about pre-pandemic ridership. And, as you all know, community patterns -- a lot of things changed during the pandemic and post-pandemic.

And we're not immune to some of those impacts and life changes and changes that people have decided to make as a result of being on the other side of it.

And so when you look at national averages for ridership return, you will see that, across the country, you'll see about a 73 to 79 percent increase -- sorry -- not an increase -- a 73 to 79 percent portion of the pre-pandemic ridership has come back.

In our case, we're at 93 percent. And we're particularly proud of that because not only are we at 93 percent, we're primarily a bus agency. And from that, you know, across the country, they are at about 81 percent.

So our ridership year to date through June is roughly 19,000,000.

And our paratransit service also has been very strong. We have about 42 rides that have been taken with our Ridership Connect program. And we have a really strong ridership with our community shuttles, at almost a million.

CHAIR COOLMAN: Coree, I have a question. Does the -- does the community shuttle show in this ridership?

MS. LONERGAN: I'm sorry?

CHAIR COOLMAN: Are the community shuttle numbers in this ridership?

MS. LONERGAN: Yes. It's all -- it's all there.

CHAIR COOLMAN: Number two, I just want to give a congratulations, seeing that you hired 90 percent of your -- 90 percent of your drivers back. That's incredible, based on where you were.

MS. LONERGAN: Yeah.

CHAIR COOLMAN: And congratulations for that.

Thank you.

MS. LONERGAN: Thank you, sir.

Okay. So, you know, we are charging toward a greener future. And we take that mandate very seriously.

And so, so far this year, we've purchased two coach buses (inaudible). We -- we purchased other electric buses this year, but I want to highlight the coach buses, because why that's important is these are our express service

buses. They go from park and ride lots directly into downtown Miami.

And those buses are kind of like your Greyhound buses. They're unique in terms of the comfort level, and it's an elevated experience on these buses, for sure.

And so we now have two of them in our fleet.

In addition, we put in four new electric charging stations at our Ravenswood facility.

We've got 297 paratransit vehicles that are propane fueled. And why that is important is not only are we creating a greener future, there's about a 23 reduction in emissions from propane versus traditional hydrocarbon fuels.

And, basically, you know, we're really proud of that, and we -- and you'll see later why that's important for this year and how we were recognized for that service.

And so I misspoke. It's 297 paratransit vehicles.

CHAIR COOLMAN: Coree, a question. Did you get our issues resolved with the electric buses? There were some problems with manufacturing, one.

And, two, now that we have propane and electric, what's -- what's our goal and are we going -- which way are we going?

MS. LONERGAN: Which way are we going. So that's a very good question. Thank you for asking it.

So just for awareness, in the industry, we had three electric bus

providers. We are now down to two.

The one that we did our purchase with for our in service fleet on these coach buses was with a company called Proterra. Proterra declared bankruptcy in -- at the end (inaudible) toward the end of last year, beginning of this year.

And they have divested themselves and -- and set up some other company. They also sold their electric bus service to another company called Phoenix.

Phoenix is new in the industry, doesn't have a lot of experience with electric buses.

To be fair, it is not our most shining moment when it comes to electric buses. The issue has been that during this bankruptcy period, the parts and supplies that we needed to keep these buses are just simply not available.

And, unfortunately, you know, we're in this bankruptcy proceeding right now. None of the commitments that were supposed to be made during that (inaudible) part of the bankruptcy commitments have been made.

We have -- we used to have resources physically here from Proterra on site to help us with issues. That has obviously evaporated.

And so we're working with our legal counsel to see what our -- what our options are.

In addition -- that's the legal route.

We are trying to solve it ourselves. One of the things that we're also

doing is we're reaching -- we reached out to our fellow colleagues in the industry within in the State of Florida who are also suffering through the same process and -- and work to develop a -- a consortium of buyers for parts.

So what's interesting is because Proterra -- it's my believe, anyway -- because Proterra was new to the market, they chose to use a lot of suppliers, downstream suppliers, that were untraditional and were not used to the volume of -- of procurements that some of the other suppliers were.

So not only are we not able to rely on -- on Proterra, Phoenix to, you know, service our buses, we don't even have some of the parts that we need. Critical parts we can't get because they chose to use vendors that are specialized vendors that could support their -- their particular bus parts.

So unfortunately for us, we're not in the best place. And I don't want to mislead you to say it's, you know, roses and with the green.

We are also looking at engineering solutions to figure out if there's a way that we can come up with some solutions for some of the -- the challenges we have with -- with our electric fleet.

We are looking at a strategy. We'll be bringing that forward for additional conversation so that we can perhaps diversify our fleet.

But our Commission agrees a hundred percent electric buses. We understand that that's our mission. Right now, we're challenged to get there, but we're going to try to figure out a way to, you know, either diversify or plan

– or look to a way to get to a hundred percent electric.

It is very difficult. And everyone in the industry is in the same boat in terms of electric fleet as a liability.

CHAIR COOLMAN: How many buses -- how many of these electric buses by this particular vendor do we have now?

MS. LONERGAN: All of our electric buses are from --

CHAIR COOLMAN: All of them?

MS. LONERGAN: -- this vendor --

CHAIR COOLMAN: (Inaudible.)

MS. LONERGAN: -- except for the two that I mentioned earlier.

CHAIR COOLMAN: So how many total do you have?

MS. LONERGAN: We've got about 40 of them.

CHAIR COOLMAN: Forty?

MS. LONERGAN: Yeah.

CHAIR COOLMAN: So we have 40 buses in the fleet that are --

MS. LONERGAN: At various stages of reliability, and not very reliable.

CHAIR COOLMAN: That's a big problem.

MS. LONERGAN: It is a big problem.

CHAIR COOLMAN: Who is working on that? Maybe that's not in our purview, but since we spent surtax dollars, I assume --

MS. LONERGAN: Yeah.

CHAIR COOLMAN: -- to buy them.

MS. LONERGAN: So Bob (Inaudible), he's a new hire with us. He's been here about two months. Bob here?

Bob is in charge of our fleet, both the bus and non-revenue vehicles we counted (inaudible).

CHAIR COOLMAN: (Inaudible.) Maybe is that something you can get back at a future meeting, since (inaudible) --

MS. LONERGAN: Yeah, we would be happy to come back and talk about this.

I -- I wish I could tell you that this is a good news story. It simply isn't. And, you know, as we were doing our research with other agencies across the country, I don't know if the -- if the industry in general is ready to do a hundred percent electric. I don't know that we're there.

CHAIR COOLMAN: Is -- are the -- the other sources of fuel an option so that maybe we won't -- we should be going with, what, the gas?

MS. LONERGAN: There are a lot of other options, and -- but they're not electric. So, you know, we have lower fuel emissions, we have low diesel, which we purchase now, or have been purchasing for a while, low emission diesel.

There's also fuel cells, which are an option.

There's hybrid vehicles. There's propane.

So there -- there are other options out there than electric that are cleaner, but they're not electric.

CHAIR COOLMAN: So of our total buses, we have 40 of these  
(inaudible).

MS. LONERGAN: No, about ten percent of our fleet right now. About  
ten percent of our fleet.

CHAIR COOLMAN: And what's our total number of buses?

MS. LONERGAN: We're at about 441, roughly.

CHAIR COOLMAN: 441.

MS. LONERGAN: So it's about ten percent of our fleet.

CHAIR COOLMAN: Thank you.

MS. LONERGAN: Uh-huh.

Okay. My screen went blank here. All righty. I'm having some issues  
(inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

Okay. Is this (inaudible)? Murphy's law today. Anything that can go  
wrong is going to go wrong.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. LONERGAN: Okay. So -- all right. So here's where we are. And  
I just want to -- I'm going to stand back here so that I can see the -- the  
screen and try to manage through some of these challenges here.

And I hope my colleagues that come behind me will have better luck  
with this.

But we have about 950 employees that have gone through behavioral

changing training. And so if -- if you can imagine, our ridership, some of them are -- are challenged with various levels of societal challenges, right?

And some of those challenges are related to mental health.

And so we see a lot of that in our environment.

And so one of the things that happens is that sometimes people that are suffering from those kinds of issues can be somewhat aggressive with our bus operators.

And so one of the things that we can't do is we can't have an escalation of those incidents, because they can turn very badly for our passengers as well as our employees.

And because we recognize that, you know, we could play a role in reducing the impacts, we have set up some training for our workforce so that they can identify people who may be suffering from some kind of mental health crisis or situation.

And we've given them the tools -- not that they're going to be trained sociologists or social workers or psychiatrists, but they're at least trained to de-escalate the situation and to bring the temperature down to some level of to -- to deal with it, as well as to call for help in the event that something is pretty serious that someone needs some help with.

And so we've run 90 percent of our -- a little more than 80 percent, I would say, of our workforce through this training, but about 90 percent of our bus operators have been through the training.

Like I said, we also have put in a new bus wash at our Copans bus garage. And so you should see that our buses are a little cleaner now that we have this bus garage up and running. We're really excited about that.

We also, in terms of elevating our customer experience, we have seen an increase in our paratransit ridership. We have seen about a 16 percent in that ridership.

We've also seen an increase in our Rider's Choice program. That program is -- it's -- it's kind like our on-demand service for paratransit riders.

It allows us to service someone that doesn't need the full service that we provide as our -- with our general paratransit vehicles, are very -- in a more independent state, and it allows us the opportunity to take them to their ride.

They can make those appointments the day of.

And we've made some changes to that service. And, as a result, we have seen about a 30 percent increase in that service.

One of the changes that we made was that we extended the distance that our service will take people. And that has increased the ridership.

The other thing is that we have our Late Shift Connect service. Now, this service is a hundred percent paid for by our surtax money.

And this is one of those services we're really excited to bring to the community, because this is like the opportunity for people who work on the third shift or who work in the hospitality industry, or who potentially work in a

hospital, they don't have a car, but they need to get to their job.

And because our service stops around midnight-ish, right, you can't get sometimes where you need to go, and sometimes those connections won't allow you to get home, either.

And so (skip in audio) service gives people an opportunity to work their normal shift, and then can have a -- almost a -- a, you know, one-seat ride from their job home in a safe environment.

And so our County Commissioners, you know, listened to an ask of us.

And so one of the things that was helpful here is -- no surprises, right? If you ask for feedback and you listen to the feedback and you act on the feedback, you end up with better results.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: All right. So if you listen to the feedback, you end up with better results.

And so what we've seen is our ridership has gone through the roof on this -- this particular service.

So, first of all, we're now able to give people the opportunity to take more than one trip on our Rider's Choice.

Some of the people that are in this -- this environment of this late shift, they work multiple jobs. So they go from one job and then they'll go to the next job.

And so now they're able to use the ridership, our -- this -- this service, Late Shift Connect, to get to their second job.

The other thing we did is we expanded the amount of money that we're subsidizing this service.

And so at the end of the day, what happened was, through June we had about 1700 riders, roughly. From March when the Commission -- County Commissioners agreed to provide this additional service and give this additional subsidy, we were able to increase our ridership by about 1300 people.

And so that's amazing. In that short period of time, we've seen that type of -- of growth.

And so, again, this is because we listened to the people who were using the service, what some of the challenges are.

We listened to the people who weren't using the service to see what some of the barriers were.

And then we were able to make the service adjustments to accommodate those requirements.

The other thing --

CHAIR COOLMAN: Coree?

MS. LONERGAN: Yes.

CHAIR COOLMAN: Question on that subsidy going from 15 to \$30 (inaudible). I guess what does it -- what is it costing to provide the service

and is the subsidy covering all of it or (inaudible) what is the relationship between what's the cost of the service and does the person pay anything or this is all subsidized by surtax?

MS. LONERGAN: No, it's not a hundred percent surtax subsidized.

So we give them a certain portion of it, and then they have to pay a little bit, too.

CHAIR COOLMAN: Erdal?

MR. DOMNEZ: If you could refresh our memory exactly how this, you know, service works. Is it on call or (inaudible) transportation vehicles, does it stop at certain locations?

Could you refresh, you know, our memory on that?

MS. LONERGAN: So this is a taxi service.

MR. DONMEZ: Okay.

MS. LONERGAN: The --

MR. DONMEZ: Like Uber?

MS. LONERGAN: -- yeah, kind of like Uber. And what ends up happening is that the -- the rider can call and get that service.

They have to be eligible, right? We have a process. You can't just call a taxi and, you know, have us pay for it.

But we do have a process to screen those, an application process. And the ones that are in the program, they can use it.

Thanks for your question.

And so one of the other things that we believe strongly that we have a responsibility to is to make sure that we are strong community partners.

And so Career Source, which is an organization that serves to help people find jobs, reached out to us and asked us to support a job fair that they were having.

And so we were able to support the job fair by providing express service from some of our low income, high unemployment communities in our Prosperity Zones and Prosperity ZIP Codes to the job fair, which is -- which was at the Convention Center.

As part of that job fair, we were able to support about 215 job seekers that otherwise may not have been able to get to the job fair to go there.

And so overall, they had about 1400 or so people, 1200 or so people that attended.

We -- at the end of the day, what was -- Tim, who was there that day, he actually was able to talk to one of the job seekers. And the person said to him, you know, I lost my job a couple days ago. I don't have a car. And if this service hadn't been there, I probably would not have been able to get to the job fair, because I really don't have the money to go.

And so it's these moments that, you know, it really shines a light on the value that our organization provides to the overall community in terms of their life circumstances.

The other thing that we -- it's no secret. We do have a housing crisis

here in Broward County when it comes to affordable housing.

And sometimes that -- that ends up with people being unhoused or temporarily in situations where they have no home to go to.

And where they end up sometimes when they don't have a place to go is in our facilities.

And I'm sure you have seen it as you drive around the County. People are in the bus shelters, people tend to flock to our terminal locations.

So this is our Broward central terminal, which is in Fort Lauderdale, right off of Broward Boulevard, and we did have a challenge with the homeless starting to infiltrate the area and use the -- the area for shelter.

And we reached out to our colleagues in Broward County, the Health and Human Services Department, and asked for help.

And they answered the mail. They came through for us in a big way.

And the -- the picture there shows the before and after. There was a - the person that was living there. And what we did was we brought in, in a very humane and deliberate way, a bunch of resources to help people who are living there find other alternatives to being in the -- in the terminal.

And so one of the things we did was we -- we housed their belongings. So we set up a way where we could take their belongings and house them for them.

And then we also brought in medical resources to look at people to see if they were having any medical crisis that needed help on that day.

And we were able to move people also who needed medical attention, that was taken care of.

We also brought in the Homeless Task Force. We had showers, we had things there that would make -- would help people.

And we also found people that were suffering from some addictions that we were able to move over to our BARC facility.

So, overall, this was a win from the perspective that we were able to clean up the area, we were able to provide an alternative to living in that environment to -- to people.

And we have taken that practice and we've moved it around the -- the County to different transit centers that we have.

And it's an ongoing effort. We are working with our Health and Human Services Department to set up a team that will be dedicated also to working with the people who are in the bus shelters.

But overall, we've -- we've services and made contacts of over a thousand people where we've been able to try to -- to change their circumstances or have changed their circumstances.

Because, quite frankly, not everybody that gets the help wants the help or takes the help. And so that's one of the challenges, as we all know, with these types of programs.

CHAIR COOLMAN: Congratulations, because as you probably already know, this is going to be a continuing effort, I presume.

MS. LONERGAN: Yes. No, it's not a one and done. So, to your point, yes.

We have actually circled back to the Broward terminal I believe at least two or three times since that initial event. And we keep going back and keep going back. We have to.

Because what will happen if we don't, you know, people will start encamp -- you know, you'll see these encampments setting up. And that's definitely a concern.

So it is not a one and done situation.

MR. ALLEN: Are you collecting statistics of those that come -- that you have helped get out of (inaudible) and -- and then they go to treatment or they get alternate housing or other things, how -- how soon do they come back to that same facility --

MS. LONERGAN: Do they come back --

MR. ALLEN: -- (inaudible) the process, right.

MS. LONERGAN: So I don't have those -- that information, but I can certainly look into it and see if our Health and Human Services Department has anything. What --

MR. ALLEN: If this just postpones it for a, you know, a month or two months or whatever, but --

MS. LONERGAN: Yeah.

MR. ALLEN: -- but then they are back in the same situation.

MS. LONERGAN: Yeah. So I don't know whether people are transitioning completely outside of it, you know, the homeless.

I can tell you that a lot of the people that we moved along haven't seen a lot of people coming back, but, you know, there -- I'm sure there are people that do come back. And we're judging that by the number of people that are there, who are living there now.

I mean, it's a lot less than what it was before.

And the other thing, too, is that we do know that there was one woman who told us if it hadn't been for that intervention that day -- because she initially was going to not -- you know, she was going to stay with her addiction and -- and continue her life and -- and that journey.

But she did say that, you know, she initially, when the people were asking do you need -- you need help, how can we help you, she wasn't very interested in any help.

And then finally, she said, yes, I have a problem, I want help.

And she went to BARC, and from what I understand, she -- she's completed the program.

So -- but we can certainly get you some statistics on that to give you a better feel for how successful this has been.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. LONERGAN: Okay. This is another example of our -- our efforts in the community.

As you can imagine, you know, we have people that get on our buses that are sometimes suffering from some kind of dementia or Alzheimer crisis, right?

And so we have had experiences with people who have needed help, didn't know where they were, who they were in some cases. We've been able to help them.

And so on this slide are some of our employees that have gone above and beyond to help our people that show up on our system.

We had a young -- a young teenager who had holes in his sneakers. Our -- our staff saw it and they acted, and they bought him new sneakers.

We had another situation where we had an elderly gentleman who didn't know where he was, and we were able to get him help.

And so these are the things that our workforce does that, you know, goes beyond. And, you know, driving that bus, yeah, that's the easy part of our job. But the -- the part that is -- is exceptionally exciting is the -- the care and concern that we give to the general population that shows up on our system.

The other thing is is that we're moving forward with our comprehensive operational analysis. This is an effort that -- we've talked about this before -- that we do roughly every five years or so. We take a look at a -- a very critical look at our existing system and we try to figure out are there any things that we need to do to make it better.

And we are in the middle of that activity now.

And so what we have found so far is that some of our system would benefit from some drastic changes, anywhere from us changing our route structure, which will be part of the final results of the study, to even allowing more ride share opportunities in our system for on-demand services in our system, too.

So please stay tuned. Once we have it done, I would love to come back to present our findings to you.

But we're looking holistically at how we can make our system more efficient, make it more conducive to the travel patterns of today.

We are operating on travel patterns pre-COVID, for the most part, and -- and we have new information about where people want to go, how they want to (inaudible) to go, and we also have seen a change in demand and, you know, origin and destination changes also in -- in our community. And we are seeing our community grow.

So all these factors are things that we are looking at as part of the overall comprehensive analysis.

This is the Copans facility. We talked about this before. We are very proud of the fact that we have completed the design development process and we're moving on to finalizing the design and looking forward to sometime next year, in '25, breaking ground.

Also, as you know, we have -- with the PREMO program, we're adding

additional service to our territory. And that additional service is multi-modal, right? So we are adding light rail, we're adding commuter rail, we're adding bus rapid transit.

As you know, we don't operate those right now, and so we are bringing on resources to help us meet that challenge.

Some of those resources are coming to us through consulting services.

The other part of it is we've reorganized to reflect the change in organization to come.

We're very focused on safety. We are hyper focused on our customer experience. And so those changes are reflected in our new organization structure.

And so the -- the way we're -- we're set up in these key functional areas, our -- you know, our operations, customer experience, administration, finance -- a finance department. Given all the surtax money and additional grants that we have coming in, we've needed to restructure that so that we can be prepared to take on those responsibilities.

We also have a -- a strong obligation as we move forward not only with the comprehensive -- comprehensive operational analysis, but also, as PREMO comes on board, there's a different level of outreach and marketing and advertising that we're going to have to do to attract passengers and new riders and Choice riders to our system.

So we've elevated some of those areas to address that.

And so, as you mentioned earlier, Doug, we have some significant decrease in our vacancy rate. And I -- I think you may have heard this before, but it was very difficult for us to hire people for bus operators. That was like we -- we were bringing in sometimes classes of less than 12 people.

We graduated our largest class this year of 50-plus people, and we're super excited about that.

The other thing is is that we are seeing a better retention rate of our operators. We're only seeing about 4.6 attrition rate on a -- on a monthly basis.

And that is largely because of people who are retiring. Not everybody makes it or wants to do this forever, and so that's part of that 4.6.

But the -- the biggest element to this change was the new contract that we were able to negotiate with -- with our union. And we brought our wages up to be more competitive and, in the process of bringing them up to be more competitive, we had a tremendous success in our hiring.

And so we're really excited to have brought those numbers down.

So by the -- by the end of November, I believe we should be -- have a vacancy of operators of about 13, and that's down from over a hundred, so.

Now, PREMO, you've seen the PREMO plan. This is where we're bringing those 200 miles of new transit service to -- to bear.

And, at the end of the day, as a reminder, we're looking to have

roughly a ridership of 23,000,000 on that new transit service.

We're also going to offer this high premium service. Some of it's just more frequent. Some of it's different from a -- a vehicle and equipment perspective.

And we're also bringing in new intelligent systems in terms of being able to navigate on the roads with the goal of us having priority signalization for our bus service.

And then, lastly, as we bring these new services to -- to bear, we want to make sure that we are seamlessly integrated into the community and that we are bringing in architectural elements that are attractive and aesthetically pleasing to the community, and that we don't bring in things that would be a scar on the community.

And so I'm -- I'm super excited to share this piece with you.

So when we came to you last year this time, we only had the commuter rail project that was in the conceptual phase of development.

And I'm glad and I'm very proud to say now that we have three projects that are actually up and running in the delivery phase.

And those are the commuter rail project, the Oakland Park Boulevard bus rapid transit, and light rail airport/seaport/Convention Center connector.

The first project is Broward Commuter Rail South project. That's the one where we're bringing 11 miles of new commuter rail service to Broward County.

We've been working very closely with our colleagues in Miami-Dade.

And we will have three stations there. Hollywood, Fort Lauderdale airport, and we'll also have a station at Broward south -- Broward Health, rather, just in south Lauderdale.

We are -- right now, we've completed our NEPA analysis, our environmental analysis. That's the National Environmental Protection Act that tells us the process that we have to follow to get FTA funding, Federal Transit Administrative [sic] funding.

And so we have just completed that process.

And now we are out right now seeking public input on our environmental analysis.

Should we -- you know, we don't anticipate any real challenges, but assuming that, you know, everything goes well there, the FTA has a period of time that they will evaluate that feedback from the public, as well as our analysis that's now complete.

And we're looking to being able to have a finding of no significant impact, affectionately called FONSI, by the -- by October of this year.

What that means is that we can now formally apply for federal funds to support our project.

As you may recall, this is one of the projects where we're looking at -- this is true for all of PREMO, but we're looking for a 50 percent match from the federal government for support on this -- on all of our projects.

And we'll be able to go for about \$150,000,000 from the feds.

We already have a \$73,000,000 commitment from the state.

And then we -- we have our local match of roughly 75,000,000.

The other project is Oakland Park Boulevard. This one is a hundred percent paid for by surtax.

And so we -- we're super excited about this one. This is one that's also in the project development and environmental stage.

We are moving very close -- very quickly through that process.

We have been asked by the Florida Department of Transportation for a land repurposing study on Oakland Park Boulevard.

As you know, we've been looking to put bus rapid transit on a corridor. We're looking to have exclusive traffic lanes where we can. We're also looking to have prioritization at the signals.

These -- the -- the BRT service has stations at about a mile apart, and we don't stop at every -- potentially at every corner, every bus stop.

It's just very much a streamlined service that runs faster when it has exclusive traffic lanes.

CHAIR COOLMAN: Coree, (inaudible) you said these are what percentage of our cities does this system service?

MS. LONERGAN: What percentage of this --

CHAIR COOLMAN: Our cities does this system service? I mean, it's obviously not one city. How many --

MS. LONERGAN: Okay.

CHAIR COOLMAN: -- cities?

MS. LONERGAN: How many cities. So for this, it goes through Plantation, Oakland Park -- where else --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: -- Sunrise and Lauderhill and --

UNIDENTIFIED SPEAKER: Wilton Manors.

MS. LONERGAN: -- Wilton Manors.

CHAIR COOLMAN: And Fort Lauderdale? Or no?

MS. LONERGAN: I'm sorry?

CHAIR COOLMAN: And Fort Lauderdale or no?

MS. LONERGAN: And -- well, the BRT will go to Fort Lauderdale in another -- not this one.

CHAIR COOLMAN: Okay.

MS. LONERGAN: This is strictly on Oakland Park Boulevard.

CHAIR COOLMAN: Thank you.

MS. LONERGAN: Okay. And then the last one is airport/seaport connector.

This one is -- is, you know, kind of our marquee project. Really exciting. It's about 3.5 miles of elevated rail service that we'll bring from the airport to the Convention Center. So we'll connect the airport, seaport, and Convention Center.

Right now, we have a RFP out on the street seeking support for our project development and a preliminary engineering and environmental and our project development environmental is the main -- the PD and E is the main one where we are in that phase.

But that is what we're doing at this point in time to advance this project.

You may recall this is about a billion dollars' effort. And it's very important for this particular effort that we make sure that we follow all the federal requirements, because we are looking for such a substantial commitment from the federal government on this project.

And so please stay tuned on this one. We expect those proposals to be in soon, and then we at least expect those firms to be on board late this year, early next year.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ALLEN: Mr. Chair? The (inaudible) picked (inaudible) for this project?

MS. LONERGAN: Our agency is the Federal Transport- -- the --

MR. ALLEN: The --

MS. LONERGAN: -- FTA.

MR. ALLEN: -- FTA?

MS. LONERGAN: Yeah. Right.

MR. ALLEN: (Inaudible) highway -- Federal Highway Administration.

The previous environmental study (inaudible) in the process ten years ago. It got stopped at the end because of local funding commitment.

Is that the basis for going forward on the new study?

MS. LONERGAN: I -- I'm sorry, I'm not familiar with the ten year -- the study from ten years ago. What I can tell you is that -- that the process that we are following now is the one that's set out for -- from the Federal Transit Administration.

Because this is service that's going to be light rail service, that's the agency that we can go after the funds or where we're most -- more than likely to get funding from.

The Federal Highway Administration wouldn't likely fund this project, but the FTA is the one that we believe will -- will fund it.

MR. ALLEN: And what's the timeline on completing the environmental or -- or the project design and environmental review?

MS. LONERGAN: Right. So we're looking at probably anywhere between a year to two. And it depends on what we find when we do the environmental analysis.

Our hope is that -- so there's three levels of environmental analysis that we can have.

We can have what's called a CE, Category Exclusion. We can have an EA, Environmental Assessment. Or we can have an Environmental Impact statement, which is longer.

All of them have different (inaudible).

The -- the commuter rail project that I just mentioned, we are -- got an EA, Environmental Assessment, on that. That takes about a year and -- for that to get approved.

In this case, there is what's called an analysis of past usage on the -- on -- on the site. And sometimes, depending on what those past uses is -- are, that can tip the scale whether you're in the Environmental Assessment or an Environmental Impact Statement.

If we go through an Environmental Impact Statement, that's just going to take longer.

MR. ALLEN: Well (inaudible) other projects in that vicinity, the -- and we're going to hear more later, I think, on the bypass road, which is now under construction. In the midst of that then you're going to be or (inaudible) already in a potential new environmental review on top of that project during the same timeframe.

You're going to be doing the study at the same time that you're reaching completion, I think next year or the year after, relative to the bypass road.

MS. LONERGAN: Uh-huh.

MR. ALLEN: And I just want to (inaudible) that, you know, as we drive the pillars in for bridge support or whatever, that we're not excluding transportation networks that are already designated for that project corridor

from the airport to the port (inaudible), that that fits in with the other projects that are ongoing out there.

MS. LONERGAN: Yeah, I mean, it's -- and -- and I think I've mentioned this before. Kevin Kelleher has been, you know, our point of contact at the County Administrator level to make sure we're coordinating all of our efforts here in this area.

There's no intent for us to -- to get in the way of each other or to undo something that's already been done.

It is not unusual to have environmental study happening where other projects are happening at the same time.

We just have to acknowledge that that's happening. We have to put -- identify it as a -- as a -- a risk or -- that's happening during this effort.

And -- but it doesn't preclude us from --

MR. ALLEN: Well, that goes back to why I -- I raised the question as it relates to the impact of past studies on the -- the new effort or the redesigned new effort.

The bypass road was designed with the concept and reserved space for the connector as that was being designed, but that was based on a set of studies and routing or technology selection from about more than ten years ago.

And I just -- as all this comes together, there are a lot of potential conflicts that I want to be able to identify and, you know, see this at the

conclusion of the project.

MS. LONERGAN: Yeah. I -- I appreciate what you're -- you're saying, sir. And I do know that when we get this -- the -- the project team on board, they will be looking at all the past studies and all the investments and all the master plans. I know there was a master plan for that area that was done for the airport.

All of that will be part of the research that they will be using in terms of the back -- you know, the back study to inform what we do going forward.

So that will not be lost. I just personally haven't seen it. That's -- that's what (inaudible).

MR. ALLEN: (Inaudible) and on top of that -- those two projects and you've got the people mover within the airport that's going to impact that.

MS. LONERGAN: Yeah. So the people mover -- so right now, we have the intermodal center kind of being the hub of it all, right? So the intermodal center that's being run by Mark Gale at the airport, that intermodal center will serve both the commuter rail service that's coming into the airport as well as the light rail, so --

MR. ALLEN: (Inaudible) south County (inaudible).

MS. LONERGAN: Yeah. Yup.

MR. ALLEN: Okay. Some challenges. I -- I said that's some challenges ahead for you and all of the other agencies.

MS. LONERGAN: Yeah, you're right. I mean, it just is a matter of us

talking to each other, coordinating, and making sure we have kind of a master planning concept behind us when we're doing this, and that we're not getting in each other's way.

And we -- we -- that is happening.

And so, you know, as we've talked about this, because it's -- you know, some of this is new to Broward County. It's not necessarily new to the rest of the -- the country. And so there's a lot of consulting firms, there's a lot of contractors out there that can help us solve this problem that we have here.

And so what we've done is we've intentionally reached out and hosted industry days to invite folks to come in and see what we're doing, and to get their -- to generate interest in the project.

And so we've invited the small business community here in Broward to be a part of that.

We've also brought in national, international firms to come in, as well.

And so we believe that this is the -- the game changer here in terms of getting the right type of resources available to us, the right interest level from consulting firms to -- to help us with the overall delivery of these projects.

Our next step is to go do the same thing with the construction community.

So this initial focus has been on the engineering side, because we're at this project development phase. But we are going to be offering the same

types of opportunities with the construction side of the house to generate that interest as well.

So we -- we're really trying our best to spread the word and get companies interested in doing business with the County.

And this is just some of the media coverage that we've had this year. We're pretty excited by the fact that our -- we've got a lot of positive press and that our Juneteenth bus was featured on the front page of the Sun Centennial [sic], and above the fold, which is double excitement here for us.

But it's nice to be on the front page, and it's -- it's a good story.

And I'll just leave it there.

And then the other thing that happened this year that's a tremendous accomplishment is that we have our highest ever discretionary award on federal transit grants.

And so we received a \$25,000,000 grant to support our low emissions/no emissions efforts to -- for our buses and our facilities.

And so this is really great. We're super excited to get that award.

There were -- across the country, there were over 400 applicants that applied for this. They narrowed it down to just over a hundred. We were a part of that smaller group.

In the State of Florida, of the 36 agencies that could apply, we were one of seven that received money for this.

So we feel pretty -- pretty excited about that.

(Applause.)

MS. LONERGAN: And last thing is our formula funds. Also that's a -- that is a grant that we get from the federal government. All transit agencies get that. That's not discretionary. That's something that they give you.

And we just saw an increase of \$10,000,000 in that funding also. So we're excited about that.

You know, we -- when I mentioned earlier about the propane changes to our -- our fleet of paratransit vehicles, over about a ten year period where this -- where this has started, we've seen about \$14,000,000 savings in that.

Not only are -- is that happening, but we're seeing a reduction of about 23 percent in greenhouse emissions moving toward this propane experience.

And so we received a national award recognizing Paul Strobis and his team for advancing our -- our propane efforts in -- in the industry.

And that is it. Thank you for your patience during all these technical difficulties.

If I could just say one thing to you all. I stand in front of you today giving you this presentation, but there are a lot of people who make this all happen for us.

And I just want all of the BCT team to please stand up in the room.

(Applause.)

MS. LONERGAN: (Inaudible) team. There's, you know, another 1200 elsewhere, plus.

But this is the team that makes it happen.

And I also want to recognize Gabby and Maria. They're the ones that -- or Diana, rather, and Maria, who's not here.

They are the ones that put the presentation together today.

As Gretchen mentioned, it did work yesterday. I know they were down here making sure everything was going to be flawless for you.

Okay. We had a hiccup, but thank you so much for your patience in this.

And I'm happy to answer any questions you have.

CHAIR COOLMAN: Mr. Frazier.

MR. FRAZIER: I have just one general question. And -- and I'm going to ask (inaudible). And since you and all the other departments are presenting all your accomplishments over a period of time, what were some of the program objectives that you had that you're not successful or partially successful?

And how are you going to address those going forward?

MS. LONERGAN: Okay. That's a really good question.

I think I -- you know, I know we did talk a lot about our accomplishments.

I would say that the one thing in my -- well, we had a couple of unfortunate incidents this year. But I think the one thing that I'm most concerned about is our overall delivery of PREMO.

And we did have a little bit of a setback with getting resources on board to support our technical support for the project.

That -- what's changed is they're now here. And what we're going to do is we're going to use them to help us advance the PREMO program and bring those additional resources on through our BCT 2.0.

So, you know, the schedule I think will slip a little bit, but it won't be anywhere where we can't recover on the back end.

Did that answer your question, sir?

MR. FRAZIER: Yeah.

CHAIR COOLMAN: Anything else?

Coree, I -- I just want to say there's more to this story. The humanitarian part of it needs to be told. What your bus drivers and your people are doing for riders is amazing. And, really, that needs to get out more, I hope.

But thank you for that. And it's -- to me, it's -- it's more than a bus ride. It really is. and I think that's the story that needs to be told.

Congratulations.

MS. LONERGAN: Thank you.

CHAIR COOLMAN: Thank you.

Anyone else?

- **BROWARD COUNTY PUBLIC WORKS DEPARTMENT**

CHAIR COOLMAN: All right. I guess we're ready for Broward County

Public Works Department.

(Applause.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. HUI: Good morning.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. HUI: Good morning, Mr. Chair, members of the board. Tony Hui,  
Public Works Department.

And thank you for the opportunity to be here to share a little bit about  
the work that we've been doing over in the Public Works Department. And I  
hope that we can be as impressive as our Transit Department has been.

They certainly have done a lot of work. And we have, too.

And so --

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: I thought this was just an older person's problem.

MS. CASSINI: So you just -- this is the arrow.

MR. HUI: Got it. Thank you.

MS. CASSINI: Yeah, no problem.

MR. HUI: Okay. So we've been -- we've been busy this past year.

This -- this is a quick summary of the number of projects that we are  
currently working on in various phases between design procurement and  
actual design, construction procurement and construction, and so forth.

So as you can see, we have a lot of projects that we've been working

on. And -- and it's -- it's keeping our folks, you know, very busy in terms of what's going on and making sure the projects are proceeding along according to our budgets and so forth.

And -- but what I thought is is that (inaudible) a lot of times, when we're just talking about numbers, we don't really get the impression and we don't really get the feel for what we're doing for the public and what is really happening in a project.

So what I wanted to do is I kind of want to emphasize a couple of the really important things that -- that -- that we're currently working on right now and give the board a better feel for what -- what it is that we're doing, how we're proceeding, and how -- what our effort is affecting the rest of the sort of County.

And I picked out sort of three projects -- or, actually, the last one is a group of projects, and it's sort of very -- these three are sort of a good illustration of some of the things that we're doing.

The first one is the port bypass road project. We talked about that last year, and -- and it's -- it's going to be -- you know, it ties into the County's economic engines in the -- in the Convention Center and then ultimately with the -- with the connector that Coree just mentioned and so forth.

And so, you know, I -- I think it'll be a good idea to show the board what we did and some of the progress that -- that was made so far.

The next project is a intersection sort of project. The intersection

improvement projects, most of them are very interesting projects that help us do a number of things. And I think you're going to hear about, you know, what the -- what the different aspects of it so when we talk about it, we -- we can get a better feel for exactly the type of improvements that we're making.

And the third one is -- is sort of a group of projects. It's road drainage projects. And I think everyone is aware that flooding issues have been big in the last couple years, and they have changed tremendously from how we originally saw the project.

And so -- and -- and we -- you know, we're spending money on it, and so I just want to make sure that the board understands how we're -- what the issues are and how they have changed, and what we need to continue to do to reflect the things that we need to do for (inaudible).

And so those are the three type of projects that -- that I'm going to -- want to highlight to the board.

And to -- to help me with that, or, actually, to illustrate that, Richard Tornese here is the Director of Highway Construction and Engineering Division, and he is going to go -- excuse me -- he's going to go over the first two projects.

And Anh Ton, he's the Director of the Highway Bridge Maintenance Division, and he's going to go over the road drainage projects.

And those are the two individuals that manage a lot of our projects in -  
- as part of the surtax. And these two individuals are guys that are very

informed and they're very instrumental with their staff in terms of handling our work.

So right now, I'm going to turn it over to Richard to start (inaudible).

MR. TORNESE: Borrow your mic here.

MR. HUI: Oh, please.

MR. TORNESE: Okay. (Inaudible.)

Thank you. Good morning, everyone. Appreciate you having me here because one of the projects that I'm really excited about is the port bypass road.

Actually, I've spent a lot of time -- I'm -- I'm there as -- as the director, I actually go there at least once a week for a whole day, and even -- and as -- as it really gets steaming along and construction really gets super active, I'll be there even more.

It -- there's a lot of challenges with the port bypass road, and I'm going to go through some of the slides just to go over some of the details of it.

But, like Mr. Allen said there, that we've been coordinating with the Transportation Department, making sure everything fits. I mean, the -- the thing is the one thing we want to do is make sure that we construct this in a way where there's no redo's and -- and the rail can come through there and there's no issues, which we've already done.

But we'll -- you know, I'll be happy to answer any questions on that regard.

Anyway, let's see.

Okay. So we awarded the -- the agreement to (inaudible) engineering contractors. So far, the contractor's been very cooperative. We have a good relationship, but, of course, you know, it always starts out good. So hopefully it continues.

(Laughter.)

MR. TORNESE: Yeah, but -- but they have the right attitude. They're -- they're in it to -- to meet the schedule on time.

So there is an incentive bonus. We have a \$2,000,000 incentive bonus for them to actually complete it early.

They're -- they're -- they really want to do that. They have the ability, too, to work at nights, which is great, because there's not -- some -- some areas, you really can't work at nights if you're around residential areas.

There's really no issues here except for security, which we worked it out with the -- you know, the port itself.

So then we started May 1<sup>st</sup>. We're about 15 percent complete so far, on schedule, within budget. So we're fine.

The budget is -- the award was for 48,000,000, so -- so far, so good. No issues there.

And we are planning on having the bypass road open for traffic in November 2025.

So the project is bifurcated in a way. We're going to have the bypass

road that we're constructing to meet that deadline to get that by November 2025.

But we have the overall project which could -- which will probably extend it to early 2026, which is the Spangler Road -- Spangler Boulevard work and so forth.

But the bypass road itself to be open to traffic to facilitate that traffic movement, we're looking at it to be open in 2025.

Okay. So this just gives you some ideas of what we've been up to (inaudible).

The water main which we installed, which is just east of US-1 on Spangler, about 2,000 feet of the 12-inch water main. They've been doing that at night. It just really -- with all the truck traffic -- there's a lot of traffic there, right? I mean, it's -- it's amazing.

Actually, it's amazing, the port. You really get excited when you do see what's going on there. It's -- you can see why that -- that facility really does really well, not only for Broward County but for the -- basically all of Florida. I mean, it just -- I was -- I never really realized they did that much.

So, and I'm like, wow, I'm impressed, so.

And I definitely like being out there near -- near the -- the beauty of the cruise ships and everything else that comes in there, you know, reminds me I need to go on one (inaudible).

(Laughter.)

MR. TORNESE: Okay. Here we go. So, yeah. So the water main's going along. Actually, we're about complete with the water main. We're pretty much -- just have to tie in some services.

So that went (inaudible), which was great. We didn't hit anything. So that was the key. We were like, okay, any time we're digging (inaudible), once we get out of the ground with the bridge, I'm going to be very happy, because then I can sleep at night.

Because that's the only thing I worry about, because there's fuel lines everywhere where we don't even -- we never realized it. And even the facilities, like Marathon and TransMontaigne, they -- they don't even -- they said, we didn't even know we had that there, either.

So -- so it's -- it's always -- we have to really be careful on where we're excavating.

So the widening, we're doing the widening along Spangler now. It's just up by checkpoint by US-1, so they're doing some of that widening and heading east.

So they're trying to work on certain areas, you know, at the same time, because it -- the project, you know, does need to be moving along pretty quickly, so they can't just be concentrating on just doing one stage at a time. They have to work in multiple areas.

And then we have drainage in, which, so far so good on that, too.

And we've been putting in, as you can see here photos, this

(inaudible) trench where they wrap (inaudible) the fabric around aggregate. And we've been doing -- and, of course, it's part of the permitting that we need to put that in.

But it is -- it is going in as we speak.

And let's see here. Get to some exciting stuff. Okay. So I'm going to see how this works.

So one of the challenges of the project, even in the very beginning with the designing was the vibrations that we would create if we did driven piles.

So if we did driven piles, it would be an issue. So we had to come up with -- well, the designers and -- and my team had to come up with an idea to actually build the -- the foundation of the bridge. And auger piles is one of the ways that you do it.

So -- but the auger piles, as you can see through the video, is -- is a -- is a different operation. It's -- especially when you're going down a hundred feet. So, you know, we do a -- we've done auger piles for sound walls, which, you know, are 20, 30 feet, whatever. But you get down a hundred feet, it's just a -- it's a major -- and you -- if you go out there, if you actually want to drive there, you will -- you'll see massive cranes and you'll see how that set up is. And it's -- you know, it's impressive.

Okay. So I don't know if the video can start. Oh, good. That helps.

(Video plays.)

MR. TORNESE: I have photos of this. I can explain it if you'd like. But this -- we were trying to give you a little quick movie here as far as how -- how they've done and just -- it's just nice to see -- when you see the photos, then you realize, okay, that's what they're doing.

Okay. I guess we -- oh, good. (Inaudible.) This -- this is the actual -- the clip that was shown before was just going to be generic. It's not specific to this project.

This is -- these are actually project photos.

So -- so as you can see here -- actually, we have over a hundred piles that we're -- like as it says there, or that we're actually putting in the ground. And the thing is some will range from 70 to a hundred feet. They're -- some, about 44 or so are at about 36 inch diameter about. The rest of them are at 24 inch diameter.

Right now --

MR. HUI: Can you explain how it works?

MR. TORNESE: Oh, okay. All right. Okay. Yeah. It's going to be hard to do with my hands, but (inaudible).

But the auger -- so you could -- you know what the -- we're auguring down.

UNIDENTIFIED SPEAKER: Yeah.

MR. TORNESE: So basically auger down to the depth that we need, right?

And then, on the top, if you can't see it here, it's actually hoses that pumps aggregate -- I mean grout, and which is basically concrete, that comes down this -- more or less the -- the -- the -- basically the auger itself, into the bottom, where there's a cap.

And then there's a cap. And then once the -- once they get down to the -- to the elevation, it blows out the cap, right? So now the concrete now fills that.

And as it fills it, they then reverse the auger. And just basically all the spoils and soil comes to the top. And then they -- they basically clear that away.

And then as -- then once they get to the -- to the very top where it's filled with the amount of concrete basically filling that void, they let it set for a little bit, and then they bring in a steel cage, which has to be brought in from another crane, as you can see there. And it has to be (inaudible).

So it's this rebar cage that's sitting on another crane would then be -- it's lowered in all the way to the -- to the bottom of where the auger basically drilled to.

In the meantime, all -- we have sensors on everything. We can see -- we have 3D sensors, you know, where the -- how much aggregate and -- I mean how much of the concrete is covered with steel. We know the temperatures of how the concrete is curing and its limitations. It can't cure at too high a temperature.

We have all sensors to make sure that anything we're putting in the ground, we see it. We basically see it on the ground.

So we -- so that's -- and they have that, and then it displays up basically to the -- the operator, and then it becomes a report.

And then we -- we say the pile's good based on those sensors and the readouts.

So I don't know if I explained it well, but that's what the -- the video would have shown.

Okay. That's good. Let's see if we've got anything else.

Okay. This other project, as Tony was saying, we have these intersection projects. And I -- I like to say the bang for the buck, because I think in intersection projects there -- it's where most of the congestion happens anyway, and most people complain.

So we -- we look at with the amount of money spent and amount of relief of traffic, and also accommodate Complete Streets.

One thing we want to do with the intersections is everything's tight, so we try to make sure we try to accommodate the pedestrians, the bicyclists, and facilitate traffic. And, of course, Transit. So -- and you'll see that all of -- this project actually did all -- all of them.

Okay. All right. So we -- we added a left turn lane -- actually, a right turn lane, too. We added another -- a triple left, which we don't see too many of those. But the -- the dual left that was there was backing up traffic and

blocking traffic from going through, so the triple left actually helped out a lot.

We -- we looked at the project afterwards, and we can see a -- a big difference in -- in traffic movement.

Of course, like we said, we (inaudible) Complete Streets, and we were looking at, you know, accommodating pedestrians. We have sidewalk, we have bike lanes we put in.

You can see the bus -- bus bay there, too.

So definitely making sure everyone -- and lighting, you know. Oh, we lowered the speed, so that -- and that's -- that was done, too, because we had -- we had to squeeze everything in.

We have lane widths that were reduced down to where a low speed was appropriate, so we lowered the speed.

We improved the lighting, LED.

So it really was a -- it was a -- like I said, it was one of the projects that, you know, you see it and it's -- you really -- definitely for the amount of money, which was about 1.7 million, we thought it was a great improvement to all -- all users.

And, of course, you know, we have mast arms that we installed in there for resiliency, so we make sure for, hopefully, this season, we're good. But just in case, we -- we -- you know, this is a great way to mitigate some of the issues that happened with span wires during hurricanes.

And, you know, some drainage improvements. I know Anh likes that,

so he definitely appreciates anything we can do to help out drainage, so.

And -- and, of course, resurface the road. New pavement markings (inaudible) Traffic Engineering folks, too. We've got to take care of them.

Okay.

MR. TON: Thank you. My name is Anh Ton. I'm the (Inaudible) Director for Highway and Bridge Maintenance. So we maintain the roadway and bridges for Broward County.

Approximately, we have about 1200 (inaudible) that we maintain. We have a hundred bridges. They're -- including the three drawbridges in downtown Fort Lauderdale.

For our road drainage, just to give you a quick picture, we have about 300 miles of drainage going that we maintain, and they're spread out all over the County.

We have approximately 15,000 drainage structures that -- that they collect the water and -- and move the water along, and we maintain that. Again, they're spread out all over the County, so.

What has changed for us with drainage? So, let me take you back a little bit. In the past, when we do an estimate for a drainage project, what we typically do is take a look at, okay, you know, in the past, you know, we have -- we (inaudible) a drainage design or a construction project, but what would typically happen is about ten to 15 percent of the pipes need to be replaced.

We typically then need to (inaudible), you know, because they were

designed (inaudible) current storm system to handle it.

So we -- we know we need to go back and fix our pipe, about ten or 15 percent of it.

But for the past years, we know that isn't working enough. Why doesn't it work? There's a whole host of reasons (inaudible) it definitely doesn't work anymore.

There is the typical drainage design, which is to handle three inches of rain over 24 hours in just neighborhoods. It just doesn't work anymore.

This is -- oh, thank you.

This is some of the -- some of the pictures in the neighborhood that we maintain.

Now, we didn't make the news a lot, unlike some of the other neighborhood, because we were able to dry these neighborhood down fairly quickly. Within 48 hours, the roads were passable.

But that doesn't make it all right. I mean, we -- we can do better and we should do better for these neighborhoods.

Excuse me one second.

So, over the past let's say year and a half, starting with April of last year, we had a supposedly one in one thousand year storm event. We had over 25 inches of rain over 24 hours. Airport had to close, (inaudible) flooded, plus a lot of neighborhood like Edgewood, Melrose Park, (Inaudible) Manors, there was a lot of neighborhood and they made the news a lot

because for weeks and weeks they were flooded in.

A few months later, in November, we had another storm event that came through. Not as bad as April, but it was pretty bad.

And then this past June, starting on June 12<sup>th</sup>, we had a really bad storm event. Supposedly it's another 500-year storm event. So, first of all, I'm not sure who's doing the math, but it doesn't matter. 500-year and a thousand-year storm event happening in -- in like a year and a half.

Anyway the last -- that last storm event, I-95 actually closed for a period of several hours.

And I think living in Broward County and working for Broward County for about 20 years, I've been living down here for about 35 years, I have never seen I-95 close because of a drainage problem. That was the first time.

So something is happening. And so we know that, and we've been looking at it for the last couple years that we need to change things around to make sure we adapt not only to the what is happening now, but a foreseeable future.

So we go out and design a project, plan it out, construct a drainage project, and we continuously tear up the road over and over again.

CHAIR COOLMAN: I have a question. Is the -- is the factor we're just getting more water or rain or are the facilities that are in the ground losing their function? In other words, were they designed okay and they've just

become -- they just aren't -- are clogged up or is -- is what's in the ground the problem or too much rain or both?

MR. TON: It's also both. And (inaudible). So here you will see, so we're seeing a lot, and recently we've seen a lot of water.

So the way drainage work is we collect (inaudible) drain. It gets (inaudible), it gets treated, and it's outfall into (inaudible) the ocean.

What we're -- we've been seeing over the past few years is there are time when water actually pushes back in into our system.

So part of our project that (inaudible) gas tax, we've been putting one-way valves in all of these outflow. In other word, it goes out and it doesn't come back in. So that's one.

Some (inaudible) go over and you will see it is in the east side of the County where it is tidally influenced. So in other word, the tide goes up, you have a problem. The tide goes down, it gets better. So that's another problem.

Thirdly, there's like (inaudible) here get a lot more rain, and the intensity of the stormwater that comes down these days is much more than what the road can handle or much more I've seen in my lifetime.

And not only that, most of our neighborhoods and roadway are east to west and were developed a long time ago, and we start from east and develop generally toward the west. And about 30, 35 years ago, which is about life expectancy of storm drains.

Everything is colliding at one time, and we're seeing all of this happening at the same time.

And not only that, but we're seeing a lot more folks moving out here, buildings going up, compounding impervious, cut out the pervious, add the impervious in, that leads to more problems.

So what have we done? Like I said in the past, we (inaudible) a project based on what we see (inaudible), based on historical information. That's no longer the case.

We have folks that go out and clean the drainage, the small drains. We have contract that help us out as well. That will generally generate a list of needed repair that we need to do.

So we know right now that the best thing we can do, along with this long-term improvement, is to keep our drainage system in tip-top shape.

So if there's a problem, a little problem in a storm drain or a small pipe, we need to get it clear right away. There's just no way around it.

A little clog will cause a backup along the whole system. So then we -  
- that generate a lot of work (inaudible) needing repairs.

In addition to that, we will do a video inspection of the storm drain. And there's -- there's a couple reason. One I alluded to earlier, the ten to 15 percent of storm drain that needs repair is no longer the case.

So the video inspection will tell us how much, where the pipe that needs to be repaired at, how much, what kind of structures, and all that

information.

But we -- we don't actually do the repair yet on those (inaudible). And the reason for that is we need to model the whole system. Because we know that if we must keep the same model as before, it won't work. Three -- three inches of rain in 24 hours is no longer the reality that we live in.

So we have to do a whole drainage analysis, remodel all the storm system, and project out, okay, what can we do to bring it to a high level of service.

And then we start a design process and then ultimately construction.

This is a very exciting video of what you see inside the pipe. We've got an exciting video, and it's not working because it's so exciting.

So what -- what projects are now going right now. So the blue are the neighborhoods that the County maintains, we maintain.

The orange are the neighborhood that have not used (inaudible) those are not our neighborhood.

Just to give you a perspective, you can see how close they are to the neighborhood that we maintain. And we can do it for at least the neighborhood that we're responsible for.

So starting from the -- the bottom, (inaudible) Broadview Park. That big blue square there is a fairly large neighborhood. There are 700 homes in there.

A few years ago, we obtained a grant using -- we leveraged on the

surtax dollars and we received a large grant.

We've been in the neighborhood making needed repair. We have TV'd (Phonetic) the whole neighborhood, TV'd in the whole neighborhood already, and have modeled the system.

And now we're proceeding on a design process for the neighborhood using the -- the small seed dollar from surtax and leveraging that using the grant money from the state.

In addition to that, we've also been working on Boulevard Gardens, which is the neighborhood just to the north, the -- the orange boxes there.

Again, leveraged the dollars from surtax getting grant from -- this time from DEP, the state DEP. Same thing, you know, we have a process in place. We've been in there cleaning the pipes, fixing whatever we can, and then modeling it, in addition to -- to some other surtax dollar.

Now, there are other neighborhoods that we have not been able to get a lot of money for. We have applied for grants for Roosevelt Gardens, Washington Park, and we're about to apply for a grant in Franklin Park. Those have not been awarded to us at this time, but we'll continue to try.

Yes, sir.

CHAIR COOLMAN: Yeah, the -- the surtax dollars, then, I assume you will be able to -- because we have them to spend, we'll be able to get matching funds. Do you have any idea of what -- is it ten percent or 20 percent or how much are we able to able to increase the surtax dollars

because of the fact we have them? Is it -- is -- do you have any idea what percentage --

MR. TON: Sure.

CHAIR COOLMAN: -- that is?

MR. TON: Sure, I can tell you for the Broadview Park, we leveraged \$5,000,000 of surtax dollar and we received \$17,000,000 in grant funding.

(Inaudible) the next one is Boulevard Garden, (inaudible) out there and we must have 50 percent match. So we put 8.75 of surtax dollars and received another 8.75.

CHAIR COOLMAN: You know, I think this is part of the story that needs telling about surtax dollars.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: But these surtax dollars -- I don't know that it just relates to the roads.

But this is an important issue, so we ought to take advantage of this. And this is an important thing.

And I think it's also important to realize how much we're matching. It's the old story, if we didn't have the money, we wouldn't get the match.

So we need to work on that story. This is -- this is good news is coming out of bad news.

MR. TON: Thank you.

In addition to that, there are several County roadway drainage projects

that we're work -- we're working on. Northeast 6th, 21<sup>st</sup> Ave, 19 and Andrews. You can see a little bit of a trend here. It's mostly the roadway on the east side that needs a lot more help than the one on the west side, just because of the reason (inaudible) the tidal influence, the age of the infrastructure, and so on.

Roosevelt Garden is a good example of how we quickly reacted. We brought this up to you last year, repurposing some lighting money that were dedicated to lighting to make an immediate impact in the community.

We started working on the pipes already. All the pipes were cleaned, regrade all the swale, bioretention, rain garden (Phonetic,) and things of that nature.

Now, as I indicated a little bit earlier, that is what I would call the short term to immediate term needs right now.

What we still need to do is come back to do a whole -- to TV all the lines to see where that most help needs to happen, and then model the whole neighborhood for drainage.

And then we can project it out and complete the design.

So part of the request later on is going to be a million dollars for Roosevelt Garden to complete the upcoming task just so we can get to the design phase and construction phase before we know exactly how much (inaudible) the overall picture.

And it will also help with leveraging. Put it in a better position to get

additional grant funding because we were able to demonstrate the clear need and the County's surtax commitment to this neighborhood.

MR. HUI: Just to -- just to place that in perspective, when I mention about the dollar needs and so forth, it is included in the FY '25 request that you will be seeing this afternoon.

So we're kind of setting the stage for that.

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: Well, we -- we wanted to (inaudible).

MR. TON: The next one is -- is Northeast 6<sup>th</sup> Avenue drainage improvement. And this one was designed a few years ago. And when we started construction on it, the project was 3.2 million dollars. And now we're finding out that that is not enough.

You know, when we started looking at all the pipes, you know, we've done a section already, and we had to stop and said, okay, this -- this is not how we can continue to do business because we're going to have to tear up these (inaudible).

So we did what we can with our dollars.

Now we model everything already to bring the design and we'll be coming back for additional dollar because, as indicated before, instead of ten to 15 percent of the pipe we need to replace, we're looking at closer to a hundred percent of the pipe that need to replace.

And our model shows that we really need to upsize (inaudible).

There's no reason to go out and replace a broken pipe with the same size pipe that helps a little bit, but it doesn't solve the real problem, so.

And that's basically the good news I have today.

(Laughter.)

MR. DONMEZ: That's basically good news. This is going to be my question. Even if you had all the funding you're asking for and projecting into the future, you know, of the fix, remedy, improve the capacity, what percentage of the total need do you see being fixed or remedied, just given that this is an existing (inaudible) area built 30, 40, 50 years ago and it's always more difficult to change things and improve infrastructure.

So what -- you know, I don't envy you your job. You do a tremendous, you know, service for the community. And usually the funding for these (inaudible) are really so much smaller (inaudible).

So how do you proceed in the next five, ten years in -- in these trouble areas being upgraded or fixed or becoming more manageable?

MR. TON: You know, I can start, and feel free to jump in.

So, you know, the -- I -- right now, what we're seeing is that there's a tremendous need.

But I believe right now we have a process in place. We need to make the needed repair, maintain the system to top shape for these drainage event like this weekend we need something to assist to move the water faster.

But for the long term, we really need to clean, really clean the line to

exactly identify (inaudible), and model -- remodel the system using information that we know what really needs to be designed, not what was designed 30 years ago.

So that's (inaudible). So in this year and -- and the next year, you're going to see a lot of requests for the modeling, cleaning, TV'ing. And then after that, we'll have a much better idea on how what is it that's going to cost.

But, like I said, as soon as we have that information, it puts us in a much better place to leverage surtax dollar, because it demonstrate the clear need and it demonstrate the County's commitment to making these improvement.

Does that kind of answer your question?

MR. DONMEZ: Thank you.

MR. ALLEN: It does raise an issue, though, Mr. Chairman.

The -- I -- I looked at the schedule, and it said you started construction in February of 2024, and then you discovered the problem.

Is there a way -- my concern is what you've done to that neighborhood and you've torn it up, then you discover -- I think many people are very frustrated with highway projects when they over exceed their estimated timeframe because of unforeseen conditions.

Is there a way that this -- this body, the board, the -- approve those kinds of ups -- upticks so that you're not waiting around for our approval for a new year, but this is treated as an emergency once that neighborhood has

already been torn up so that they're not left hanging while you come back and seek additional authority?

MR. TON: So I can answer about this project, and then (inaudible) can answer about how this board can handle it because (inaudible).

But what we did when we start from -- we -- instead of tearing up the whole neighborhood, when we started this project in February of this year, we realized at that point that there may be a problem. So we picked a section, it's just did about a half mile instead of the whole roadway. We tore it up, and we fixed whatever we could.

And now -- right now, all that section has been restored. We didn't tear up the other section of the roadway. And then we're getting ready to pave as soon as the -- the rain clear out here.

So to your point, the neighborhood is not going to be tear -- torn up for months and months and months.

We started in February, and by September we should have that section (inaudible).

And then before we move on to the next section, we're already coming back to you here to let you know that, hey, we're going to need more money and then before we start on the next section, because we're working right in front of people's home in this neighborhood.

But -- but you brought up a very good point, and we're very sensitive to that fact, Phil.

MR. HUI: Yeah, and -- and that's a good point. I think that what -- there's definitely an urgency with regards to these type of drainage improvements that needs to be done.

We don't want to delay that, but, at the same time, what we want to make sure we do is that we do it in a sound engineering and constructible manner.

So, you know, we do want to take, you know, some time.

And -- and what Anh and his group is doing, you know, helps a lot with that.

And -- and, you know, we do run into situations where the urgency do come in. I think what we would want to do is we would -- you know, we would come to the board at those periods of time and -- and notice -- you know, notify you of the urgency of the situation and request your approval on, you know, any additional funds that we would need.

CHAIR COOLMAN: I would also assume (inaudible) surtax (inaudible).

MR. HUI: And (inaudible) if that happens so that the residents don't suffer because of the time, you know, eventual timeline.

So I hope that gives you, the board, a better feel for some of the things that -- you know, that -- that we're doing.

And it's, you know, important things. I think it's exciting things, using some innovative construction methods like Richard mentioned to handle

some of our projects.

So -- so with that, I -- I, you know, I sort of started by saying looking at the numbers, they will give you a feel -- hopefully, that give you a feel. We do want to take a look at the numbers coming back to it, and you know, we've completed a number of projects this past year.

And that's a list of the projects we've completed and some very brief pictures -- photos of it. It's a fiber project that -- that has been completed.

Intersection improvement project. This is another intersection improvement projects that are (inaudible). We were able to extend some of the turn lanes at the intersection in three out of four directions. And that also helped relieve the situation -- resolve the situation.

And there were a number of improvements in -- in addition to it like the -- like the bike lanes and then also some of the resurfacing and so forth that - - you know, that went along with it.

This is a project that Richard already mentioned, so I don't need to go over that.

And this is a mast arm, new mast arms that have been installed at that intersection.

And you can see in the photo on the right that the entire intersection, as part of the mast arm conversation, the entire intersection was also resurfaced to bring it up to current standards and conditions.

And this is -- this is some of the -- a sidewalk drainage project along

Northeast 56<sup>th</sup> Street.

And I think I just skipped over one.

And -- and -- and also -- yeah, I'm sorry. That is the one that I was on.

So any questions that I can answer?

MR. FRAZIER: Mr. Chairman, I have a question as to your departments. Your department is affected more by unforeseen conditions more than anybody else. And that's because of the weather and the heat.

And what I'd like to know is that you gave us your successes, could you tell us about those program items that were unmet or were affected because of delays, weather, or what have you, and how you plan to (inaudible) those to put them back on track?

MR. HUI: In -- in terms of -- in terms of unforeseen conditions causing delays or --

MR. FRAZIER: Correct.

MR. HUI: -- budgets and that type of thing.

MR. FRAZIER: Yeah. You had a number of projects and programs that you had scheduled, and some of them were affected by weather and what have you, and other purposes, so they didn't get accomplished.

So the question is how are you going to put them back on track.

MR. HUI: Okay. Well, let me start, and then you can jump in, Richard.

So one of the things that, you know, we do is it -- it rains in south Florida, of course, and there are a certain number of events, you know, when

that occurs, the contractor just not able to work.

And so what we do is is that we actually, in all of our contracts that we have with them, with -- with our contractors, we take that into consideration and we work with them and our inspectors go out and identify that, you know, when they're -- when the weather impacts their work and causes them to delay their progress -- and that's kind of the important thing is causing delaying the progress, we do give them makeup days. You know, we allow them to extend it by, you know, X number of days.

So we don't -- we don't shortchange our construction goals because of the time -- you know, because of the delay. We -- we would -- we provide them, you know, a -- a reasonable and a logical time to -- you know, to allow them to finish the work, et cetera.

MR. FRAZIER: And in other situations, just like the -- the issue with the heavy rains, you know, you didn't foresee the amount of damage that would occur.

So in terms of programming things going into the future, you know, that heavy rain that drainage -- affected the drainage system, it could have affected some of the pipe and you had to replace that which wasn't anticipated, those are the kinds of things I know happens.

And my question is what do you do about putting those things back on schedule after they've been impacted by issues that you could not anticipate?

MR. TON: Sure. So, you know, as I alluded to earlier, the rains happen. You know, we don't control the weather. How we react to it is important.

So, you know, one of the things that we've (inaudible) now is instead of excavating using historical knowledge that this percentage of pipe needs to be replaced, right now we're (inaudible) making sure we TV all the lines so that reduces the chances of that problem that you get into construction and all of a sudden 50 percent of the pipe needs to be replaced versus ten percent of the pipe needs replacement.

So we -- we did expand that. You know, we -- Northeast 6<sup>th</sup> Avenue, and how we handle it is when we lay the section of the same project, we stop and say, look, let's just put the neighborhood back in order, TV the line, and then we model the whole system again to make sure not only the pipe that needs to be replaced is replaced, but also replaced at the right size so we don't come back and find out that we've replaced the pipe and it's still undersized.

CHAIR COOLMAN: Anyone else?

MS. CASSINI: Use your mic.

CHAIR COOLMAN: Erdal?

MS. CASSINI: Please use your mic.

UNIDENTIFIED SPEAKER: Use your mic.

MR. DONMEZ: Thank you.

Could you update us on wherever you are with the fiber optic lines, the backbone, and also is it on schedule, behind, ahead?

MR. HUI: We -- we'll be happy to. There is --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. HUI: Yeah, uh-huh. If -- if you don't mind, we have a presentation next Friday where we can show you the map, we can show you the backbone, what has been done and what hasn't been done, if that -- if you can hold your question --

MR. DONMEZ: Sure.

MR. HUI: -- if you don't mind holding your question until then, we'll appreciate it.

MR. DONMEZ: Yeah.

MR. HUI: We're happy to show you a lot of things that we've got.

CHAIR COOLMAN: Anyone else have anything?

Thank you very much.

MR. HUI: Thank you.

(Applause.)

- **OFFICE OF ECONOMIC AND SMALL BUSINESS DEVELOPMENT**

CHAIR COOLMAN: Now I have Office of Economic and Small Business Development.

I know that Sandy's not here today. (Inaudible.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: Just because we're getting so much reverberation.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. FRANCIS: Good morning.

CHAIR COOLMAN: Good morning. Go ahead.

MS. FRANCIS: So I'm Nichole Francis with the Office of Economic and Small Business Development. I'm a Small Business Development Specialist, and, as you said, I'm filling in for Sandy today.

So first I'm going to go over the projects that we reviewed.

So, as you know, both County and cities are providing us with their projects, and we're reviewing them for CBE goals.

So on the County side, we reviewed 101 projects with an estimated value of over \$780,000,000. And the average CBE goal on the projects are 28 percent.

So as we stated before, it's not an automatic 30 percent. It depends on the scope of work and the availability of CBEs, so the -- the CBE goal could go up or down, depending on that.

On the municipal side, we reviewed 131 projects with over \$150,000,000 in project opportunities, and that goal that we've been seeing on that is a bit higher on average at 33 percent.

So if all of those projects came into fruition and at least the CBE goal was met, we're projecting that over \$350,000,000 will be going to actual CBE firms participating on these projects.

So now we're going to go to awarded.

And so the first slide is things that we looked at. This slide is actually what has been awarded.

So when we say awarded, that means the bid has actually gone out on the street and a vendor has actually been selected and now these projects are underway.

So of those projects, on the County side, it's -- we've had 46 awards to contractors with a total project amount of over \$320,000,000.

And the average CBE commitment is 33 percent.

So we're seeing that on several of these projects, they're not only going after the goal, but they're actually exceeding it with their commitment.

So (inaudible) 30, and we're seeing 30, 40, 50. Even if they're a prime themselves (inaudible) CBE, we're seeing that they're actually exceeding the goal on that as well.

So of those County projects, we project that over 86,000,000 will be paid to CBE firms.

So on the municipal side, we project 30,000,000, over 30,000,000 will go to CBEs.

We've had 43 project awards with a project total of over 69,000,000.

And average CBE commitment is a little bit higher on those at 40 percent.

So we're seeing really good in terms of commitment that CBEs are

really being utilized on these projects.

So we just wanted to go through some stories of actual CBEs, because we want you to see that this is real impact.

We're trying weekly in our Business Assistance Weekly Newsletter and on our websites to post real stories of the real impact that this is having on businesses locally here in reasonable doubt.

So this first story we have is Alejandro. He's the president and CEO of GCES Engineering Services.

So after working in the industry for 30 years -- so first, he was an adjunct professor. He's been in the industry both on the government side and on the private sector. And he finally said, hey, you know, I see that there is a need for geotechnical services.

So he started his business ten years ago.

So he got certified, and now he's on different projects in Broward County. He was even on the new Jet Blue terminal project on the airport. And he's actually doing geotechnical services and quality control testing on a MAP Broward project.

So when I asked him, hey, what's your future plans, he said in five years, he's hoping to grow his business, and he knows that the CBE program is definitely going to help him get there.

Another person I wanted to share was Sylvia. Sylvia was actually working for a company for over 20 years as an engineer.

And she got an opportunity where they were going to shut down the business, but they were already working on a project with the Department of Transportation.

So they gave her the opportunity to start her own business so that she can continue working on the project.

So since 2016, she's been certified and she's been on five to six projects with Broward County, one of which is a MAP Broward project.

So, again, we're seeing different instances where people are just really fulfilling their dreams of being able to start businesses and actually get contracts here in Broward County.

So the last one I wanted to share was Osvaldo. So Osvaldo was working also 20-plus years in the industry, and he actually started off his business after working for a bridge designer (inaudible) management and started his own company.

So now he has 22 employees, and he's been on three contracts in Broward County, one of which is a MAP Broward project.

And he got this opportunity because he showed up to events and he found out what opportunities were coming up, made connections, and he was actually able to land these projects.

So, again, the point of these is just to let you know we have many of these similar stories on our website, to show how this is really impacting people's lives.

When I'm doing these interviews, folks are telling me, I know it's only because of the CBE program that I'm actually faced with these opportunities.

They're showing up in our directory, so when folks are trying to use small businesses, they're listed in there and can find them.

They're showing up to our events and making those connections.

So we just really want to really show the impact that this having on people's lives.

Even during the pandemic, some folks were like, there's no way I could have stayed afloat, but because we had these projects still going, they were able to keep their business afloat and survive.

So we really just want to shoutout and let you know that the CBE program is really having an impact and that MAP Broward dollars and projects are even helping to further extend that.

And I want to highlight some of the events we did.

We briefly spoke last time about the Broward and Beyond Business Conference. We want to thank you so much, Chair, for speaking at the event, and Ms. Pennant as well for being there. Coree spoke as well.

We had a table. You guys actually was one of our main sponsors for the event.

So we just wanted to give you some status and let you know.

Thank you so much for the collaborative effort and the support.

We had over 900 -- we had 984 attendees. 23 states were

represented, including D.C.

We had 14 countries represented.

We had 14 workshops, over 30 panelists, over 5,000,000 impressions, media impressions. So that's the amount of times that they saw, hey, this conference is going on, which reached over 1,000,000 people.

We had 54 exhibitors, which we had a table here. So I want to thank the whole staff back here, and Gretchen, for all of their amazing collaborative effort this year.

They have been on point, and I really appreciate it, not only this event, but we had an event last month. Yay.

(Applause.)

MS. FRANCIS: And they've been, you know, stepping out and reaching out and trying to collaborate with us on the different activities that we have going on.

We had an event where we had upcoming projects. So we want to let folks know about real opportunity.

Yes, they hear about MAP Broward and all the things coming out, but we're -- we have opportunities like this where we're saying, hey, look, in the next six months to a year, these are real projects that are coming out.

So we have both municipal staff attend and speak about their projects and we have County agencies come and speak about their projects that are coming up as well.

So we had 132 attendees. And we have Public Works speak, and Transportation, and we had four municipalities as well.

So Fort Lauderdale spoke about their new portal that they have where vendors have to register.

And we had Miramar, we had North Lauderdale, and Weston as well.

So this is a great opportunity to folks actually connect with municipalities and city -- County staff to find out about project opportunities.

And, again, we had a great table from MAP Admin staff. And thank you so much for supporting in terms of refreshments, as well, for the event.

So and that's all I have.

Any questions for me?

MR. FRAZIER: Yeah, I have -- I have one.

MS. FRANCIS: Yes.

MR. FRAZIER: Now I know why Sandy is so successful.

(Laughter.)

(Applause.)

MR. FRAZIER: I see the real worker.

My question is I know how hard your all job is, because I've been (inaudible) programs for a very long time.

And a lot of people don't know that everybody looks like -- looks at you all like auditors. They don't want to see you, they don't want to hear from you.

And your job is to try to get your program across.

You -- you told us about all of the successes you were -- you had. Now tell us about those unsuccessful attempts that you had and how you were able to resolve that.

Because I know there are a lot of unwilling primes, and I know that there are a lot of unwilling subcontractors -- or unruly subcontractors that have one viewpoint and the prime has another. And your job is to create a marriage.

So sort of give us --

MS. FRANCIS: Yes.

MR. FRAZIER: -- how you solve some of those unsuccessful (inaudible).

MS. FRANCIS: Sure. So that is -- that is an issue, like you stated. And there are various issues.

Sometimes on projects, you know, we set a specific goal on the project and things may come up, you know, and for some reason there may be performance issues, there may be a misunderstanding in terms of, you know, what is supposed to be done on a project.

So we do have a process in place. When a project is actually awarded, if primes are having an issue meeting the goal, we have a process.

They can't just willy-nilly not use them. They can't just willy-nilly sub them out for someone else.

So in those instances, we find out from both sides, right? We hear what the prime has to say and we hear what the sub has to say.

We exchange that information, and we both -- we bring both of them in a room, and we say what's going on and try to come up with a solution.

So we try to see that can they still continue to use the CBE. If not, are there other CBEs. So they can't just (inaudible) perform it. Are there other CBEs that you can use that are in our directory to actually meet this goal.

And then we go from there.

So there is a process in place. And, yes, we have had some instances in which we did have to step in. And that's part of the job.

But they know that we are their advocate. They can fall on us and we'll get both sides of the story and we'll try to work on what we can to actually still use that form -- firm, or substitute them so they can still meet the goal.

MR. FRAZIER: Thank you.

MS. FRANCIS: You're welcome.

MS. CHURLY-DAVIS: One question. (Inaudible) a sub -- sub prime, why do you think that?

MS. FRANCIS: No, it -- absolutely we have. So we do -- like sometimes we shared with you guys on several sites before, and we can bring that to you attention again the next time we present.

But, yes, we have CBEs that are absolutely performing as primes on

these projects, and they're successful, like I said, in those projects. Because they're self-performing, they're attaining more than the goal.

So that's absolutely part of it.

And we have CBEs that are actually graduating from our program as well because they're no longer meeting the, you know, revenue threshold.

So we definitely are seeing growth and we'll continue to show those stories to you when we come present.

CHAIR COOLMAN: Congratulations.

UNIDENTIFIED SPEAKERS: (Inaudible.)

(Applause.)

CHAIR COOLMAN: All right.

UNIDENTIFIED SPEAKER: (Inaudible.)

(Laughter.)

- **OFFICE OF THE COUNTY ATTORNEY - SURTAX LEGAL**

CHAIR COOLMAN: Office of County Attorney, surtax legal -- legal.

MS. CASSINI: Can -- can you guys swap this mic?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: I did want to mention the fact that Nathaniel Klitsberg, the Surtax General Counsel, is participating virtually. He is on Zoom with us.

But he had asked that we just kind of skip over these slides simply because he is not feeling well enough to speak to them.

I wanted to recognize Kevin (Inaudible). He's in the audience with the

surtax legal team. And they have been doing some great work.

As you can see in your presentation, there have been a lot of successes and projects that have been progressed as a result of that team's hard work.

And we thank you very much.

We have some things in solicitation, we have some projects that we are trying to move forward, and they are continuing to work with Transportation, Public Works, the Office of Economic and Small Business Development, and, of course, MAP Admin as we continue to stand the overall 30-year program up.

- **MUNICIPAL SURTAX PROGRAM**

MS. CASSINI: I'm going to just very briefly, Mr. Chair, do some highlights of the municipal surtax program before we get to our break for lunch and our celebration.

So, very briefly, because I know it is a point of interest for this board -- and for those who might be watching and participating virtually, thank you very much.

We are grateful for the partnership of the 29 participating municipalities.

And at this point in the program, keeping in mind that the municipalities were not eligible to receive surtax funds until 2020, so they're kind of one year behind the County as far as receiving surtax revenue,

\$320,000,000 has been appropriated for both projects and the community shuttle program at this point.

We have 117 projects, both capital and rehabilitation and maintenance projects, that are actually under agreement. And that includes a series of projects that have been bundled together. So four projects that have turned into one, three projects that have turned into one, and many two projects that have turned into one.

We have 86 municipal project funding agreements executed. Thank you to the surtax legal team and to the cities and their legal departments.

And the municipalities have been doing a great job, to your point, Mr. Chair, of bringing other people's money to the surtax awards that they have received, especially for projects in their construction phases.

So as you can see here, we also are showing you the various phases of these projects.

So for municipal capital projects, they can be awarded in three phases at this point. Planning, design, and construction.

So we have 27 construction projects that have been completed, eight design phases that will move into a construction phase, and then one planning project that will move into a design phase.

We also have -- just another way of looking at some of this information. We have 50 projects that are underway in addition to the 36 that were completed.

And we've paid out \$42,000,000 for municipal capital projects and almost \$20,000,000 for rehabilitation and maintenance projects.

And, once again, giving you an idea of, by municipality, how many projects have been completed, how many phases of projects have been completed, and how many agreements have been executed.

And, finally, the annual municipal surtax scorecard.

Because I am the contract administrator for all municipal surtax grants, we are responsible for putting together a scorecard for both the Oversight Board as well as the MPO for the surtax services agreement.

And as you can see here, each municipality starts with a score of eight and has the opportunity, based on timeliness of reporting, performance -- that's both schedule and budget -- as well as a number of other factors that are outlined in the second amendment, to raise their score or to decrease their score.

And as you can see, over the last three years since we started this process, the cities have been doing an excellent job of being timely with their reporting, and compliant, and completing their projects not only on time and on schedule, but, as I mentioned to you -- to those of you that did briefings with me for -- for the workshop, many of the municipalities are actually coming in under budget and returning funding to the County.

So that's been -- we'll actually have a third budget supplemental that's going to be happening in August to recognize revenue from the previous

fiscal year for those municipal projects.

(Inaudible.)

Any questions?

CHAIR COOLMAN: I have one.

MS. CASSINI: Yes.

CHAIR COOLMAN: Are there any of the Cycle 1 projects still out there (inaudible) around?

MS. CASSINI: So I -- I think --

CHAIR COOLMAN: Holding -- capturing dollars that can't be spent or?

MS. CASSINI: So -- yes. Based on the language of the second amendment, we have very limited ability to cancel projects. Certainly projects that are in planning and design phases of award, rehabilitation and maintenance projects.

So the way that the second amendment is structured, we have the ability cancel only very limited number of those Cycle 1 projects.

And we've been working closely with our municipal partners to ensure that the projects that were awarded in Cycle 1 are projects that they are -- they still want.

As I mentioned to you in our briefing, we just heard from one of our municipal partners yesterday that actually one of these projects may not be feasible, may not be something that their current City Commission is

supportive of.

So we reach out regularly to ask whether or not they would like to withdraw projects.

And there are -- yes, there are still some Cycle 1 projects that are not under agreement.

CHAIR COOLMAN: Is the third amendment an opportunity to correct that what I consider a deficiency, or not?

MS. CASSINI: Absolutely. Yes.

CHAIR COOLMAN: Look forward to seeing that.

MS. CASSINI: Us, too.

CHAIR COOLMAN: I would assume, based on the number of agreements, that the educational effort that you've gone through to work with the cities has -- is working.

MS. CASSINI: I would want to hear from the cities, which -- as you know, we did invite them to come. We do have some cities that are in the audience today, but we have a discussion item next Friday. We invited all of the municipalities to that meeting.

So certainly I would welcome their feedback, but I -- yes, I do believe that it has been very effective --

CHAIR COOLMAN: Anyone else?

MS. CASSINI: -- over the last year.

CHAIR COOLMAN: Anyone else?

MR. FRAZIER: Yeah, I -- I have two questions.

The first is what are some of the difficult areas to monitor in this program?

MS. CASSINI: I -- I think some of the hardest things to monitor are projects that are in planning and design phases, because they're not something that you can go out on site and see what's happening.

So just trying to stay on top of what's happening, especially because the way that the program is structured. As you know, Mr. Frazier, we advance the funding up to \$250,000, so many planning and design projects receive all of their money up front.

So there isn't this kind of ongoing communication between our office and the municipality that is leading and project managing those planning and design projects.

So I would say those -- those are the ones that are most challenging.

MR. FRAZIER: Second question is do you have a slide that shows the impact that we've had across Broward County on the various communities since the surtax was supposed to be impacting various communities?

MS. CASSINI: Yes, sir, I do, and you --

MR. FRAZIER: So we have an idea?

MS. CASSINI: -- and you will see it after lunch.

MR. FRAZIER: Oh, okay.

MS. CASSINI: Yes, sir. It is part of this presentation.

CHAIR COOLMAN: Anyone else? Erdal?

MR. DONMEZ: Just from the commenting on municipal partners and, of course, just like every new major initiatives, you know, there (inaudible).

But my experience in so far dealing with a number of municipalities and their systems (inaudible) Gretchen and her staff (inaudible) extremely positive and constructive. And -- and they were, you know, appreciative of, you know, her office communicating and -- and responding, providing information and (inaudible) confusions, corrections necessary, and handle, you know, all (inaudible) respond to.

Thank you for that (inaudible).

MS. CASSINI: Yes. As Coree said, none of this gets done by me alone. And so I just need to provide a big shoutout to the team, especially Alex and Lena (phonetic) and Margaret that work directly with the municipalities on a daily basis, with the reporting, with the compliance, with technical assistance, site -- on-site support.

So thank you to all my team as well.

**FY 2024 MAP BROWARD NATIONAL RECOGNITION - SPECIAL  
PRESENTATION**

CHAIR COOLMAN: That's probably a natural segue for FY 2024 MAP Broward Nation Recognition Special Presentation.

MS. CASSINI: So just very quickly -- I'm sorry. I need to go back and

make sure -- what's that?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: I can see that (inaudible). Okay.

So, yes, we are so lucky to have such great partners internal to our organization.

And so I'm going to turn it over right now to Phil McChesney. I don't know, is Lenny here as well?

MR. MCCHESENEY: Lenny's not. I think he may be online.

MS. CASSINI: Okay. Well, Lenny, hi online.

I'm so excited. You all saw the -- the kind of the beta testing version before it was (inaudible) done (inaudible).

And I have to give a shoutout to our Office of Public Communications, and particularly Mike Jorgensen who worked on the voice-over with me for quite some time.

And I am so excited to tell you that the -- this 3D video won two national awards, one, which it looked -- geez, I'm so sorry -- one of which is Best in Category Nationally. Nationally.

So come on over so that we can recognize all the great work that you did.

(Applause.)

MS. CASSINI: (Inaudible.)

So if you'd like, because that mic -- well, you know what? Let's see

how it works. How about that. Let's try it.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: If you want to introduce yourself.

UNIDENTIFIED SPEAKER: Hello --

MS. CASSINI: Yeah, there you go.

UNIDENTIFIED SPEAKER: -- everyone. My name's Mike

(Inaudible). I'm a (inaudible) artist with the Innovation Unit here at Broward County.

MS. CASSINI: (Inaudible) you all introduce yourselves.

UNIDENTIFIED SPEAKER: Good morning. My name is (Inaudible) and I work (inaudible).

UNIDENTIFIED SPEAKER: I work on the Innovation Unit.

UNIDENTIFIED SPEAKER: (Inaudible), and I manage the Innovation Unit.

MR. MCCHESENEY: Finally, good morning. My name is Phil McChesney, Broward County Chief Assistant Innovation Officer under Lenny Vialpando, who's the Chief Innovation Officer. I'm also the Director of the Consumer Protection Division and a small but mighty team delivering great things.

MS. CASSINI: And all of this was because you all, as an Oversight Board, said, gosh, can't you guys find a way to like visualize for the public what it is that we're doing underground? I mean, we're doing all this work

and we can't market it, can't brand it, can't do signs about it.

How do we tell a compelling story about all of this congestion management work that we're doing?

And so, based on that challenge, we went to work for a whole year to come up with this video.

And I just couldn't be prouder of our partnership and of this team and of all the creativity.

And I wanted to also recognize the former Director of Traffic Engineering, Scott Brunner, who worked tirelessly with me to try to get the text perfect to match the video, and also to be accurate.

So with that, we're just going to show it off. Is that okay? You guys have anything else you wanted to say? Okay. Here we go.

(Video plays.)

MS. CASSINI: You don't have to worry about the -- the sound, because you can read it.

(Laughter.)

(Video plays.)

UNIDENTIFIED SPEAKER: Major goals (inaudible) traffic congestion using innovative solutions. Adaptive traffic --

(Video stops.)

MS. CASSINI: It's just going to be one of those days.

(Video plays.)

UNIDENTIFIED SPEAKER: Traffic management occurs at the traffic management center where County and state engineers work side-by-side --  
(Video stops.)

CHAIR COOLMAN: We don't have sound did you say?

MS. CASSINI: It's going in an out, as you can tell. And we don't really know why.

(Video plays.)

UNIDENTIFIED SPEAKER: (Inaudible) strategies. Traffic control cabinets across the County are being upgraded (inaudible) latest technology --

(Video stops.)

MS. CASSINI: This is the printed one. You want to just pass it on?

(Video plays.)

UNIDENTIFIED SPEAKER: -- to transmit large amounts of transportation at extremely (inaudible).

(Video stops.)

CHAIR COOLMAN: (Inaudible) --

(Video plays)

UNIDENTIFIED SPEAKER: -- (inaudible) --

(Video stops.)

CHAIR COOLMAN: -- when it all works, okay?

MS. CASSINI: We will.

CHAIR COOLMAN: I think it's enough importance for us to really see the finished product (inaudible).

(Video plays.)

UNIDENTIFIED SPEAKER: (Inaudible) to provide safer, more efficient (inaudible) for all users.

For those who drive, connective vehicle technology can display the amount of (audio skips) live feeds from all across the County to provide information to ensure appropriate (audio skips) lights may be longer or red lights get shorter to help our transit system stay on schedule.

Technologies detect objects at intersections, allowing for a safer experience for everyone, no matter how (inaudible).

(Inaudible) traffic signals to help make your community safer, more connected, resilient, and (audio skips) social media.

Look for MAP Broward projects near you when you see a traffic signal (inaudible).

(Applause.)

UNIDENTIFIED SPEAKER: (Inaudible) that Broward County is hard at work investing in the future of mobility.

(Video ends.)

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Well -- well, thank you, and we're going to get another look at it when the sound is right.

(Laughter.)

UNIDENTIFIED SPEAKER: That's on your YouTube page, isn't it?

MS. CASSINI: Yeah.

UNIDENTIFIED SPEAKER: Yeah.

MS. CASSINI: It's on our web page, it's on our YouTube page. We've blasted it out through social media.

Obviously, we're very proud. And thank you all so much for your hard work on it.

And I'm so glad it was properly recognized.

UNIDENTIFIED SPEAKER: Yeah.

CHAIR COOLMAN: Thank you very much.

Are they staying for lunch?

MS. CASSINI: They absolutely should.

CHAIR COOLMAN: They should.

MS. CASSINI: (Inaudible.)

CHAIR COOLMAN: (Inaudible.) Go that way.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: So one more.

CHAIR COOLMAN: One more?

MS. CASSINI: One more. And this one is just for you guys, because, again, none of this happens without the Oversight Board putting these challenges out there and saying, we need to do.

And I'm so sorry that Shea isn't here, because, you know, he's really been a leader in this from the very outset. And I hope he's listening.

Again, based on your direction and your requests for public engagement, you know, grass roots outreach, being creative in the way that we tell the story of the program and its impact, we (inaudible), our team worked very hard on getting (inaudible) application together, and I'm going to share it with you.

And you received national recognition for Public Information Civic Engagement.

Now I'm going to share the application with you, because it highlights the partnerships. Because, again, none of this happens in a vacuum. (Inaudible) all of the County agencies that support this program and this Oversight Board. It's not just like the tiny team of ten people (inaudible).

And also all the small businesses. So this goes to our CBE program.

A lot of the public information, the public perception surveys, the focus groups, the logos, the branding, they were all done with the help of our small businesses, local, Broward County-based small businesses.

And so I'm going to pass this out. I hope you all take a chance to -- to read through it during lunch.

But we're really proud. We brought back three national awards in 2024 for Public Information and Civic Engagement. So yay.

(Applause.)

CHAIR COOLMAN: I'll bet you don't have a question about that.

(Laughter.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: (Inaudible) highlighted at lot in there. There you go.

CHAIR COOLMAN: Thank you.

MS. CASSINI: You're very welcome.

UNIDENTIFIED SPEAKER: Thank you.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: Anything else before we break for lunch?

MS. CASSINI: No, just a reminder for all of the Oversight Board members, we'd love for you to test out the augmented and virtual reality experiences set up and created, again, at your request.

So we have some testing facilities out front. After you eat, or before you eat, depending on what your preference is, we'll make sure that you get set up.

Thank you.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: How do you want to -- how do you want to do that?

MS. CASSINI: Good question. We have two VR pods, and we have the conference room up front that's set up for the AR. So we can do two people at a time in VR and probably two to three people at a time for AR.

If you -- I'm going to let you decide if you need to eat or take a biology break or take a call. Just meet us up front when you're ready and we'll take care of you, okay?

CHAIR COOLMAN: All right.

UNIDENTIFIED SPEAKERS: (Inaudible.)

**(THE MEETING RECESSED AT 11:51 A.M. AND RECONVENED AT 1:02 P.M.)**

CHAIR COOLMAN: We are going to have a little bit of extra presentation before we get into the budget requests.

Coree has agreed to come back and give us a -- a working video.

MS. LONERGAN: So, good afternoon, everybody. Hope you enjoyed your lunches.

And this is a do-over. We kind of had some technical challenges this morning, and since the team worked really hard to put this video together just for this surtax board, I would hope you will allow us to share it with you at this time, please.

Is that okay? All right. Thanks.

UNIDENTIFIED SPEAKERS: (Inaudible.)

(Video plays.)

(Applause.)

MS. LONERGAN: Thank you to the technical team that made that happen.

UNIDENTIFIED SPEAKER: All right.

MS. LONERGAN: Thank you, thank you for letting us try that again.

Okay. So (inaudible). Okay.

CHAIR COOLMAN: We ready?

MS. CASSINI: Just waiting for them to get the -- the slide deck back up.

## **II FY 2025 BUDGET REQUESTS**

MS. CASSINI: And, Mr. Chair and Oversight Board members, we are going to start the --

CHAIR COOLMAN: Budget requests?

MS. CASSINI: -- the budget requests.

As we always do -- this goes to Mr. Frazier's request about what is the surtax investment level per municipality.

So the first slide you'll see after (inaudible) is the proposed surtax investments, the geographic analysis for all surtax investments by municipality from 2019 through 2024.

And these are obviously going to be investments that can be geo located.

So in just a second, we'll get the slide deck up and be able to see that.

And then just reorienting people to why we're here.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: So while we're waiting, I will, if you don't mind, Mr.

Chair --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- one of the reasons that we're here today is because of the Broward County Code of Ordinances. And so wanted to mention the fact that County staff that are assigned to support the Oversight Board are required by the ordinance to at least annual compile all County and municipal proposed projects and proposed expenditures that are going to be considered for funding with the transportation surtax proceeds and as consistent with the recommended budget, which was released by the County on July 15<sup>th</sup>, and we are presenting them to you so that Oversight Board can approve them as to their statutory eligibility.

So you get a very detailed look at the proposed 2025 budget today.

And, as you mentioned, Mr. Chair, there's no action to be taken until next week.

And so the agencies that have budget requests in the 2025 budget are here to describe in detail what it is that they'll be doing.

And if you all have any additional information that you would like, you'll have the whole week to get that information and then also, you know, to absorb these slides. Because I know it is a lot of information that you are getting through.

- **PROPOSED SURTAX INVESTMENTS 2025 GEOGRAPHICAL ANALYSIS**

MS. CASSINI: So, with that -- sorry. So this is the slide that I was referencing.

This gives you a sense of the level of investment that's occurring in each of the municipalities as well as the Broward Municipal Services District, which is that first bar all the way to the far left.

And, obviously, this is limited to the things that we can actually try to geo locate.

I know, Mr. Chair, you asked that we do a separate analysis, and we are going to be working on that and getting that to you shortly.

So right now, we do double count projects, and we have done that consistently since we started doing this analysis for you back in 2021.

We're going to look at it in -- in several different ways based on your suggestion.

CHAIR COOLMAN: (Inaudible) why you double count (inaudible).

MS. CASSINI: Sure. So if a project -- so, first of all, I just want, for clarity, to make sure that everyone understands that this is only surtax funding. So if a project has any other funding source in it, it is not included in this graph.

We are working to create a graph that will also overlay on top of this that will include all of the other funding sources so that you can really see the order of magnitude that the surtax is creating in bringing down other funding and leverage.

When I speak about double counting, if there's a project that goes through Hollywood -- like port bypass road. That project goes through Hollywood, Dania Beach, and Fort Lauderdale, touches all three of those municipalities. The surtax funding associated with the port bypass, and only the surtax funding, is actually included in the calculations in this chart for all three of those municipalities.

Does that answer your question, Mr. Chair?

Okay. So now I'm going to turn it over to the Transportation Department.

- **BROWARD COUNTY TRANSPORTATION DEPARTMENT**  
**CAPITAL AND OPERATING**

MS. LONERGAN: Thank you, Gretchen.

And just for your awareness, I have Tim Garling. Tim is the Deputy General Manager of our department. And it -- it gives me great hope for him and sadness to share with you that Tim is retiring. He's going to be leaving us in January of next year.

And, you know, he's been a tremendous asset to our department, but he's on to bigger and better things that have something to do with baseball and -- and great stuff.

And I don't know that he's going into the major leagues, but he's going to be closely tied to them.

And, at any rate, we will miss Tim.

And I asked him to join me here because this is ceremonial, because we're passing a -- the baton, so to speak.

But, you know, Tim was instrumental in getting us to this point. He was the one that drafted the plan that the voters actually voted on.

And he was also instrumental in doing a -- like before you could even put a surtax on the table for the voters, there is a process that has to be followed.

And that process includes an audit that says you are prepared to take on these funds and you are situationally ready to -- to -- to use the resources and you're -- you're prepared to do so.

And Tim spent two weeks in a room with the auditors -- two weeks, right, Tim? Two weeks or more -- working to convince them that we were -- were able to take on this responsibility and we're -- and we're prepared to do so.

So we owe a -- a debt of gratitude to Tim for not only that, because without that, who knows where we would be with the surtax, but also for eight years of dedication -- eight, right?

UNIDENTIFIED SPEAKER: Thirteen.

MS. LONERGAN: Thirteen. Okay. Eight plus five. Thirteen.

(Laughter.)

MS. LONERGAN: Thirteen years of dedication to Broward County Transit.

We will definitely miss him.

But this is -- we -- we're going to tag team this report to you guys. And thank you so much for supporting Tim.

He's going to be replaced by Angelica (phonetic) Jones, so we've been working through that transition plan.

But, you know, we are going truly miss you, Tim, and really appreciate all you've done for us.

MR. GARLING: Thank you.

(Applause.)

MS. LONERGAN: Thanks, Tim.

All right. So there's another thing that I'd like to share with you that we skipped over earlier today.

This is really important. We -- from my understanding, for about the last ten years we've been trying to figure out a way to bring all of the transit assets that we have in the region from Miami-Dade, Broward County, and PalmTrans together so that it can be a seamless experience for all of our respective customers.

And so what we've done is we've created an interoperability app now. And this has been in the works I think for ten years or more.

This interoperability app allows us to put all of our information, Tri-Rail, Broward County Transit, PalmTran, and Miami-Dade Transit in one app, one stop, one place to go for all the information you need to navigate all of our

systems and to pay for them.

And so we are pleased to be able to bring that to you.

We -- we spent the last year, the leadership, Dave Dech, who's from SFRTA, he's the Executive Director; Eulois Cleckley, who's the executive -- who's my counterpart in Miami; and (Inaudible), who unfortunately passed away recently.

But the four of us got together and said, we need to make this happen, and were able to -- to get that done.

So I'm really particularly proud to share that with you, because it is a game changer for us here in the region.

Okay. So the next thing -- the next slide is on our budget request for this year.

So, as you can see on the slide, overall, from surtax perspective, we're asking for about \$154,000,000.

From that, we're also looking at a non-local total of about 3.4 million.

And the total ask overall, or the total budget needs that -- for the year are 1.157 million.

And the -- it breaks down from a surtax perspective into four major categories: transitways, which is our bus rapid transit and light rail transit that we talked about earlier today; transit in general; transit infra; and then our commuter rail service.

Okay. So let's start off with BRT. So, just as a reminder -- I know

we've talked about this many times, but I always like to ground the conversation, not only for those on the board, but other people listening in on the -- on the call here, BRT refers to our bus rapid transit. LRT is our light rail transit.

Our bus rapid transit is a branded bus service that'll run on various corridors throughout Broward County.

The idea here is that you have level boarding, you have stations that are roughly a mile apart, you have traffic signals that give you priority, and you have, where you can, dedicated traffic lanes to allow the bus to move more quickly than the -- the traffic is.

And so we talked about earlier today that we have the Oakland Park Boulevard project that is underway. It's in the planning, it's in the project development, and in preliminary departmental stages.

And so that project is advancing.

Next for us will be to move over to US-441 and state -- and State Road 7 for the next BRT opportunity.

And then we also have an LRT project with the light rail.

So, overall, we're asking for about 6.5 million dollars for design support for those projects.

The next group we have are our transit. And in the transit category, we have three. That's our fixed route buses, our paratransit vehicles, and planning studies and surveys.

And we're asking for 27.9 million there.

For -- what's included in there. So for fixed bus routes, those are the buses that operate on our fixed route services. And we're asking for nine.

So what we do here is we're looking at our replacement strategy. So every bus has a -- has a life cycle, right? It's going to run for so many miles, and then it's not supposed to run anymore.

And so we've made commitments to the FTA to retire our -- our buses at a certain point. And -- and as part of that plan, our asset management plan, for next year we've identified nine buses that need to be retired.

So that's the 12.9 million dollars that we're asking for.

We're also asking for 79 vehicles in total for our paratransit service. Thirty-one for expansion. So as we talked about earlier, we saw that increase in our paratransit service, roughly 17 percent. And we don't expect that to -- to change and go down.

And so we need to increase our fleet size to accommodate that expansion.

And then we have what's called state of good repair. Those are the paratransit vehicles that we need to replace.

And so we're looking at converting all of those vehicles to propane. So these -- these -- these (inaudible) new vehicles will be part of our propane service -- or propane-fueled fleet.

And then, of course, (inaudible) planning and surveys. So we need to

do a lot of planning. As a transit organization, that's kind of fundamental.

And so we have general planning consulting and then these resources also help us with our performance management and tracking, environmental assessment as we need them, and our surveys and specification development.

So we have to have a -- a -- a point of truth in an organization, right, where you have documented processes and procedures and specifications that you can go to when you have questions.

And they inform how you're supposed to operate your business.

And so that's what these general planning consultants help us do.

The -- one thing I just want to point out here is that, you know, we talked about the COA, the comprehensive operational analysis, earlier today.

That process is informing for us what we should do with our system going forward.

And -- and what I want to share with you is we did have -- you know, this is how important survey is to you as -- as part of your business. And I -- you know, every business does this. And I -- I think a lot of times people think of transit as, you know, a public service, but we are in the consumer business, right? That's where we are. We're in that space.

And because we're in that space, we need to know what our customers need, what they want, and how we can retain our customers and acquire new ones.

So we're in that acquisition stage all of the time as well.

So surveying is very important. That's a way for us to figure out what people want and how we can serve them best.

And as part of a -- a recent survey that we did, we had -- it was an online survey. We had about 488 respondents. Of that, 61 percent of them were BCT current riders and 30 -- the remainder, 34 percent were non-riders -- I'm sorry. 59 percent (inaudible) my -- my (inaudible).

And so of those riders, we were able -- or, I'm sorry -- of those folks that responded, we were able to -- to find out what would make them feel better about us, basically.

And what they told us is that they want us to improve the frequency of service, right? They don't want to wait in the sun. They don't want to wait for any extended period of time for our service.

They want us to expand our service, which is the answer -- we're answering the mail with people on that front.

They want us to provide early service, early morning and late night service, right? Late Shift Connect. That's the answer to that.

And they want us to look at on-demand more. Like how can we integrate on-demand service into our existing service provider.

And they want better connection. So if they're going to transfer from one bus to another one, they want that to be quick and seamless.

And what they told us that we could do better at, sir, is to -- to do

better with our connections. They told us our connections were taking too long, that, you know, the -- you know, the -- our service, some of it's hourly, half hour. If you miss your connection, that adds time to your commute.

It's definitely not an ideal scenario.

And they asked us to do better at cleaning and safety.

That's -- those are the things that they've asked us (inaudible).

So on one hand, you know, we just opened our new bus wash -- bush wash at our Copans facility, so we're answering the mail there.

We've also been working with BSO on a security agreement that will help us with some of our security on our system.

And then we've also increased our security with private resources and with the Lauderhill Police Department at our Lauderhill station -- Lauderhill transit center.

CHAIR COOLMAN: I have a question on the -- the \$5,000,000 in one year for planning studies and services seems high. And if you're saying you're dealing with 22,000 -- 22,000,000 worth of construction for costs, or is that planning and studies for something that's not on that page?

I'm just saying \$5,000,000 is -- is over 20 percent of the 27.9 you're spending, and you're -- it just seems out of proportion.

And that's what I -- that's my comment.

MS. LONERGAN: Thank you for our comment.

CHAIR COOLMAN: (Inaudible.)

MS. LONERGAN: I mean, so the -- those -- that \$5,000,000 commitment is for several areas. So transportation planning and support, which is not only planning service but schedule development and things like that.

Performance measurement. And environmental assessments, which we do have to do those on a regular basis. Any time we need to change services -- service, we have to go through what's called a Title VI analysis. This is something that helps us with that as well.

We have specifications that we need to establish and develop.

And so it's -- in -- in the consulting world, \$5,000,000 is -- is not a lot. It may seem that way, but it -- it's not.

CHAIR COOLMAN: Well, how many people is that going to employ?

MS. LONERGAN: I would be guessing what that number was, sir.

So we -- we don't contract directly with people. We contract directly with a firm. And depending on the scope --

CHAIR COOLMAN: (Inaudible) contract -- contractors that you're hiring (inaudible).

MS. LONERGAN: We're hiring firms to do this. This isn't our staff. This isn't staff --

CHAIR COOLMAN: All right.

MS. LONERGAN: -- doing this.

CHAIR COOLMAN: Okay. Thank you.

MS. LONERGAN: Do you --

MR. ALLEN: Mr. Chair? Mr. Chairman?

You mentioned that (inaudible) fixed route buses that includes your retirement program for the existing cycling buses through the system? With the problems or the issues that you're facing relative to the electric buses, could you -- should you defer next year's or some period of time replacement schedule to keep buses available in the event that you have more problems with the electrical buses?

MS. LONERGAN: So you're going two slides ahead of me, but let me just answer that question now, because I -- it's going to be relevant when I get to it in -- in the discussion.

You're absolutely right. We are not in the best place when it comes to our electric fleet.

And for us to continue down that path and continue to buy electric buses at this point in time is not advisable. We don't want to do that.

What we're doing is we're putting a placeholder here for now. And as we work through what the next mix of buses we should have that get us to the greener solution -- we're not trying to go to diesel. That just is not a -- a wise decision.

And our other fuel options in the market other than electric that can get us to -- to low emission levels, they are -- Commissioners have voted for an electric fleet.

And, in all fairness to them, we are doing our due diligence to figure out what the next answer should be to get us to a space where we can -- we can answer the mail of -- of being greener and present that to our Commission for their vote, for them to say, okay, let's move off of or can we find another solution to stay on the electric path.

So there's a couple additional steps that we have to do here before we could move forward.

But we do know that we're not going to throw good money after bad.

Does that answer your question, sir?

MR. ALLEN: It does, but -- it does. But the concern that I have now is is there some communication to the board relative to -- or the County Commissioners relative to the -- the risk that you face on the electrical bus?

So, I mean --

MS. LONERGAN: Yes.

MR. ALLEN: -- you say they're saying, we want electric buses. But right now, your recommendation to us is we don't buy additional electric buses until this -- this market or this particular firm emerges from bankruptcy, et cetera.

MS. LONERGAN: Oh, no, no. Sorry. I didn't mean to imply that. Let me -- let me clear that up if I -- I left that -- that impression.

The -- the -- the situation that we're in now with electric buses is we've got two paths of -- of -- of closure here -- or three.

One is we've been working through the legal issues, because, you know, there were certain commitments made to the bankruptcy court that they're not living up to.

So that's one path that we're following.

The other path that we're following is after-market issues with suppliers.

So the -- Proterra is the supplier. They went out of business.

When they decided to design their buses, they chose a lot of off-the-shelf type manufacturers to support that.

So we're looking at a way to figure out how we can find other alternative suppliers to what they provided to us to help us with the parts that we -- we need to keep the electric fleet running.

And the other solution is for us to find an engineering answer. So for our reliability concerns, what's failing, why is it failing, is there an engineering solution to it that will help us stop the failures.

So we're pausing the electric procurements because of that, because we have to solve the problem we have in front of us.

In the meantime, we're looking to see what other options are out there.

And once we figure those out, we'll be able to put the comprehensive plan together for our County Administrator. And then we would move forward with a recommendation based on that to our -- for our Commission to

approve.

So we are in the very preliminary stages of that process right now.

MR. ALLEN: Okay.

MS. LONERGAN: Next slide. Okay.

So this is for our transit infrastructure. It includes the design for various infrastructure projects, bus stop improvements, bus shelters.

We're looking at adding about 125 pole mounted solar bus stop lights.

One of the things that we heard from our passengers as part of that surveying effort was that, you know, they don't feel particularly secure at some of our bus stops. And not all of them are lit, right?

And so one of the ways to get around that is since we have the natural beauty of the sun here in south Florida, we're able to use solar power -- power to help us light up those facilities.

So we're really trying to have an -- an additional benefit to our customers that they're asking for.

And so we're also updating our bus signs to help people better know where our bus stops are.

And then also adding My Ride signs.

We're adding 45 new bus shelters.

And then here is where I was going to talk about the electric charger infrastructure. Again, placeholder. This is a pause.

Regardless of whether or not we use electric as our fuel source,

whatever fuel source we choose, it's likely that we're going to need some kind of infrastructure to support it.

And so that's why that -- that's on there, as kind of a placeholder.

We also have the sort of (inaudible) management services for our Copans facility and some what's called CE and I.

Those services are there to help us oversee the construction activities.

And then we have work at the Hollywood transit facility.

And then future transit facilities.

And so the future transit facilities, that includes our -- any future transit facility that we might need, either for light rail, commuter rail, or for our bus rapid transit. Any of our PREMO projects.

And then we also have the IT enhancements. We -- that are -- that fall under this transit infrastructure piece through our CAD/AVL service.

And that's roughly 21,000,000.

What the CAD/AVL will do for us is it's an upgrade to our existing system. It'll allow us to add better communications between our buses and a central command center, which I'll talk about in just a little bit.

It'll help us also do better activities with our yard management of our fleet.

And also with our electronic signage, (inaudible), and driver safety.

So the -- the system that we're looking at putting in has the capability of -- of capturing the biometric activities of our -- of our drivers, and we can

use that as a tool to help us train on issues that we're seeing in the field.

So this gives us a lot of connectivity and information that we are -- currently struggle to get and that we'll be able to have at our fingertips.

CHAIR COOLMAN: Coree?

MS. LONERGAN: Yes.

CHAIR COOLMAN: Because the 60,000,000 is such a big number, can you go on and explain a little bit more why --

MS. LONERGAN: Oh, the Copans facility.

CHAIR COOLMAN: -- \$60,000,000 (inaudible)?

MS. LONERGAN: Yeah. Okay. Oh, thank you. (Inaudible.)

So I just want you to think about you've heard the terminology air traffic controller, right? You see those big towers in -- in the airport, in the -- and those towers command the -- the activity of all the airplanes in the -- in the air.

Right now, we have a very mini traffic control environment here at -- at BCT.

Where we're going, though, is into an integrated control center.

And the integrated control center has the very key elements that we need to operate the PREMO services.

We need to have a space where information is coming in from our commuter rail, from our light rail, from our bus rapid transit, and then from our regular bus service.

That information comes in and we're able to maneuver our equipment, we're able to navigate traffic, we're able to anticipate and forecast challenges that are in front of us, and make changes to our route structure.

And what we have now is -- I would equate to probably (inaudible) thousand activities in our command center, and we certainly don't have the bandwidth to take in what's necessary for light rail.

Light rail has signals, it has power, it has vehicle operations.

We don't do any of that now. We just have to worry about vehicle operations.

With commuter rail, it's not likely that we're going to be doing the dispatching for commuter rail, but on the back end, we have to have some integration with the dispatch service that will be provided through -- likely through the FECR.

CHAIR COOLMAN: So this is a physical hard space (inaudible) --

MS. LONERGAN: A physical hard space.

CHAIR COOLMAN: -- to manage all the stuff.

MS. LONERGAN: To manage all the stuff.

So this is like --

CHAIR COOLMAN: Thank you.

MS. LONERGAN: -- our new air traffic controller space with real airplanes. I'm just kidding. I don't want airplanes. So not real airplanes.

Okay. And the last one we have is our Broward Commuter Rail South.

We're asking for roughly 4.5 million dollars here to add to our pot.

We -- as you know, we -- the original projections for costs for BCR South was roughly 297,000,000. We came to you last year, we asked for a little more.

We're now in a different stage in our preliminary engineering, so we're at about -- right at this point in time, we were just under 30 percent or so of our design.

And so we -- we estimated that we needed about 4.5 million dollars additional.

So the current cost for our commuter rail projects is roughly 317.

We will be coming back for more as we -- hopefully not much more.

But, as you know, for those of you who have done project delivery on - - before, you know, you're -- you're using planning dollars, you're, you know, kind of guessing a lot, doing -- you're using the best information that you have to make cost decisions.

As you have engineering plans, they become more defined and you're able to really know what those costs are.

There is definitely, definitely a challenge in our industry when it comes to cost and cost escalations.

Our costs in -- in -- in the transit industry are going -- going -- going higher than in other industries in general.

And so it costs us more money to do a project than it does, for

example, the private sector to do it.

We don't know why that's happening, but it is an industry trend that is unfortunate.

So, because of that, I just want to kind of lay the foundation that at some point, as we -- we move through these cycles of our design development and we get closer and closer and closer to a final design, we'll be in a space of -- of knowing exactly what those costs will be.

We have done our value engineering. So I don't want you to think that we're out there spending willy-nilly and that we're not trying to contain our cost.

But there's just these -- some of these unknowns out there that we -- we can't control in the market.

The other thing that I just want to put a cautionary note out about is that one of the things we want to really try our best to avoid is to do what some projects do when they shortchange you on the front end, right? You try to keep your capital costs so low that on the back end you end up with higher maintenance costs because you made -- you made your numbers for the capital delivery side, but you made -- you made decisions that unfortunately affect your long-term maintenance and then that becomes your -- your higher cost.

I mean, you -- you pay for it either way. You either pay for it on the front end or you pay on the back end.

And so what we're doing to address that concern is that we have our maintenance team at the table with us in these early planning stages and early design stages to make sure that we're not value engineering out of a capital investment that ends up costing us even more money on the maintenance side.

Why this is important to you is because the surtax, not only are you providing our capital investment, but you're also here to provide some of our -- you know, our O and M costs.

So I just want you to be aware of the fact that we are balancing that dynamic and not wanting to ever, ever be in a place where we are pulling out so much money from the -- from the capital side that we end up with a -- a maintenance nightmare.

And I -- and I -- unfortunately, I've lived that in other transit agencies that I've worked for. I'm telling you, I -- in Philadelphia, with (inaudible) being an older system at the time that I worked there, that was one of the biggest challenges was, you know, state of good repair, making sure the system stayed whole.

D.C., same problem. The system was not as old. One of those things where, you know, everybody was gung-ho on expansion. Let's get it done, get it done, let's build, build, build, build, build. (Inaudible) did a fantastic job on that.

But there were some decisions made that now, 30 years later, 20

years later, that ended up costing a lot of money.

Had we had the foresight earlier -- and, as an example, tunnel liners. You know, there was a decision not to put them in in some locations.

Well, water travels. And as a result of that, you have the flood in the -- in your subway tunnels, and that shorts your -- your power, and you have lots of system issues.

So we, as an industry, have learned to not do that, to be conscious of that when we are building out new infrastructure projects. So I just wanted to share that with you so you -- you have that understanding of what we're up against here.

Any questions?

MR. ALLEN: Mr. Chair? I thought last year we had a major supplemental budget request for the Copans facility, that design changed and --

MS. LONERGAN: Yeah.

MR. ALLEN: -- you came back to us and you said you needed a significant amount of additional money.

Is this money that's in here for Copans for your control tower -- or control process, was that included in what we --

MS. LONERGAN: No.

MR. ALLEN: -- authorized?

MS. LONERGAN: That was not included in that which you authorized.

In fact, the original plan was for this -- you know, and Tim is going to probably help me out with this one.

The original plan was that we were going to have this integrated control center at our Broward County -- our Broward central terminal. We were going to build a facility there, and then it would have been at that location.

The -- the alternative, because we're doing the Copans project, we can integrate this into the project versus trying to build a freestanding structure at the terminal.

So help me out with this one, Tim.

MR. GARLING: So, yeah, if you recall, there was that joint governmental facility that was planned for downtown Fort Lauderdale between the County and Fort Lauderdale.

And if that project hadn't fell through, we were going to actually have four floors in that project. One of those floors was going to be for this integrated command center.

So (inaudible) that project, being able to go forward on the project, we (inaudible) an opportunity, with the space that we built, the shell of a building, we actually have space in that new facility at Copans that we're able to then come in with the technology and the -- the -- the -- the guts of what the control center would be, the -- I don't -- a call center -- you know, the -- the various bus rapid transit, our -- -- for their bus service and future rail services

all -- all be in that one facility.

So this is just really taking what we were always planning to do in a different location and taking (inaudible).

MR. ALLEN: Okay.

MS. LONERGAN: I think, to be -- also to be fair, there was a -- a small space carved out into the Copans to do that. So it's not like it was overlooked.

But this integrated control center is best positioned to be there now that we're doing this renovation and not -- and have no plans to do the -- the work at the terminal.

MR. ALLEN: And what's the status on the Broward facility?

MS. LONERGAN: The Broward? It's not going anywhere, as -- as far as we know at this point.

MR. ALLEN: The money that we invested in the purchase of that is not being used because you're putting the money into Copans?

MS. LONERGAN: So the -- yeah. So the original allocation for that is -- is just moving over into the Copans pot for the control center.

The -- the facility that Tim was referencing was going to be for administrative -- administrative building. It would have had the -- at the bottom floor would have been the, you know, terminal at -- at passenger level, and then the higher floors were for general administration.

So we're in this building, we would have moved into this building

downtown and -- and as part of there would have been a control center, integrated control center there.

MR. ALLEN: Okay.

MS. LONERGAN: And I want to also say something about the control center that -- that we're doing that is -- is -- is extremely unique. We are -- we're moving in what we can do in terms of state of -- of the art.

So we're -- we're -- we're wanting to build -- use technology to the fullest extent that we can in this new facility to leverage as much artificial intelligence that makes sense for us in this -- in this facility so that we can have some -- don't have to have so much intervention when we're making decisions on changing routes or manipulating in times of -- of challenge.

And the other thing is is that, you know, traditionally in -- in transit, you don't have all the resources you need to respond to the public concerns in one area.

You may have your customer service folks over in their own area, you may have your media people in another area, or you may have your -- your control center in a different area.

And we are putting all of those resources in one place, so if something goes wrong, we have the capability to having those resources co-located so that we can respond to the issue real time and push out information to our passengers and the general public as necessary in real time.

And as you all know, if anybody uses, you know, Twitter or social

media or X -- whatever it is, X -- you know, a lot of times companies are communicating through those platforms when there's disruptions and challenges.

That is true for our -- for transit, as well.

And so when we -- we get this situation all set up, we -- we're doing it in small incremental changes now in our -- in the control center, but this allows us to go bigger and broader and -- and make it more of an integrated service for our passengers.

The next slide is for our -- the operating budget.

And so this year, we're asking for \$153,000,000. That is up from previous years about 56 percent. Last year -- of the -- of the operating budget. Last year, I think we were at about 48 percent ask.

Our operating budget is about two hundred and --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: -- (inaudible) million dollars.

The -- the -- the reason that it's gone up is obviously (inaudible) more cost because we have the new contract with our -- our operators and our mechanics with the ATU, which is the union that represents the majority of our workforce.

So we have those -- those factors.

The other (inaudible) factor is the COVID relief funds are gone now. There -- there's none of those anymore, so there's not even a trickle of that

left.

And that requires us to provide more support into our operating fund.

The Late Shift Connect, we talked about that earlier today. I just want to -- there was a question earlier about, you know, what do -- do our passengers contribute to Late Shift Connect for the fares.

Absolutely do. I -- I -- I said that earlier.

Just to clarify, we require them to pay the \$2 fare that they would have to pay for the bus. So that's -- that's what they pay first.

Then we have up to a \$30 subsidy.

And then anything over and above that, we -- the passenger has to pick up that difference.

The other thing is that we're going from five trips a week to seven. And they were only allowed to have one trip a day.

Now, if they need to have more than one trip a day, they can do that, particularly for those passengers that may be going to a different job.

And their entire trip, if it happens between 9:00 p.m. and 7:00 a.m., can be done through Late Shift Connect.

And that's why we've seen the increase in activity on our Late Shift Connect, which we're -- we're really proud of, because we're -- we're answering the mail that our passengers who can't get to work during those shifts on -- on our buses or they don't have cars, they're able to do so now.

CHAIR COOLMAN: I have a question, maybe for Gretchen.

Is this surtax supplemental operating budget in -- was it in our pro forma of expectations (inaudible) expenditures so we're on target? We're not -- not sinking any ships?

MS. CASSINI: The original financial plan that Tim worked on included a surtax supplement to Transit operating.

It -- I -- I think the question that you all ask consistently on an annual basis is does the County maintain a General Fund contribution to the Transit operating.

And they do, and you all will be seeing that in a slide that's being presented by Transit next Friday as part of their five-year plan.

CHAIR COOLMAN: (Inaudible.)

MS. LONERGAN: Okay. And then the last thing on this -- on this sheet here is the micro transit program.

And I mentioned to you today that we have the comprehensive operational analysis that's currently underway. And we are -- based on the initial findings of that analysis, it is recommending that we do some level of micro transit.

They have not finalized what that looks like, so we've identified this as a placeholder so that once that plan is complete, we will be able to move forward with a micro transit program.

This assumes that we'll do at least five zones somewhere in the County. We won't know where those five zones will be until after the

operational analysis is done.

But we are reserving these funds to be able to answer the mail immediately after that analysis is done so that we can provide that service.

Incidentally, when I talked about the survey that was done before, there is a demand for micro transit. We know that. Ride sharing is a big deal, right?

But we do have routes that are underperforming. And for those routes, this might be the answer.

But, again, we'll need to come back to you once that analysis is done. We'll love to share with you our findings, love to share with you what it's going to look like going forward.

I'm so excited that we are in this space of being able to do that.

And, you know, we just are recognizing that commuting patterns, particularly in transit, have changed since COVID.

We're seeing more weekend ridership, we're seeing more midday ridership. You know, we still see that 9:00 to 5:00 kind of commuting happening, but it's shifting.

And that's happening across the country.

And so micro transit is likely a solution to some of that shift.

And I'm happy -- Tim and I are happy to answer any questions that you have.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: (Inaudible.)

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: They do. Sorry. Okay. Community shuttle.

This is the -- the last page here. Thank you.

So for community shuttle, we're asking for \$11,000,000 to support our community shuttle program.

The total ask is over 20,000,000. That includes the new buses and equipment. It also includes bus stop improvements and we're expanding services in Fort Lauderdale, Hallandale Beach, Lauderhill, Lauderdale Lakes, Hollywood, and North Lauderdale.

So, again, the -- this -- this is anticipating that the COA supports these -- those -- those expansions in those communities.

What we did find from the survey that we did is that our passengers that use the community shuttle program, they tend to be -- skew 50-plus on one hand.

They also are committed riders than some of our other riders.

And they -- they -- this is the only way, in some cases, those folks can get around.

And they are, unfortunately, on fixed incomes and one the lower, at times, spectrum of the economic scale.

So we do know the community shuttle's definitely a benefit to the community, and we really look forward to continuing to grow that program.

And it's also important for our last mile -- first mile/last mile connectivity. You know, transit can only get you so close sometimes. The bus can't go everywhere. It doesn't make sense sometimes to go everywhere.

And this is the extension of the service that we can provide to very localized niche markets that otherwise they -- a full bus would not serve. You may have one or two passengers on it, which is not the best and highest use for our larger buses.

So this is the last one, right?

UNIDENTIFIED SPEAKER: Yes.

MS. LONERGAN: This is truly the last one.

CHAIR COOLMAN: I do have a question.

MS. LONERGAN: Yes, sir.

CHAIR COOLMAN: Right now, only 18 cities have community shuttles? Are the community shuttles tied in to the rest of the community? Are the community shuttles tied into the rest of the system so they -- there's connections there?

MS. LONERGAN: Yes, sir.

CHAIR COOLMAN: Just looking at this from the big picture, Transportation is the whole County. Are we shorting ourselves by not having community shuttles in the cities that don't have them for whatever reason? Number one.

Number two, the cities that don't have them, this money's coming out of the MAG, which comes out of all the cities, right?

UNIDENTIFIED SPEAKER: Yes.

CHAIR COOLMAN: So, basically, we're taking money for 18 cities to run a community shuttle that's coming out of a big pile that deletes everybody's pile, correct?

MS. LONERGAN: So I -- I'm going to take a stab at that and just say this, that the cities that we have currently -- it's available to everybody. These are the cities that have opted in. They -- they've chosen to -- to be part of the community shuttle.

MR. GARLING: And just -- just to -- just to clarify. When -- when this was all put together, the idea was to make sure that we could maintain the status quo and maintain the system that was there.

So money was put in the program for the long term for the existing community shuttle cities and the community shuttle program.

So that money was set aside and planned for everything.

And then we decided that if there were affected routes and needs that could come up subsequent to that, those would be what we saw as those expansion projects.

So if you think what (inaudible) the COA looking at it, there are opportunities for expansions where -- where needed, where possible.

But this was completely planned for and had a specific budget just to

maintain the status quo over the course of the surtax with shuttle program.

CHAIR COOLMAN: I -- I think there needs to be some more discussion about this community shuttle that I perceive is, first of all, the system has to be countywide. Why they don't have one, I don't know. But it would appear to me that one of the things that makes this work, and the little system is the last mile. We need last mile everywhere, number one.

And number two, there appears to be some inequity in the cities that today don't have the shuttle, for whatever reason they don't. But it also -- that doesn't make our big system as good as it could be.

So I -- I don't really have the answer. I just have a -- a question I think needs to be looked at.

MS. LONERGAN: So I -- if you would just give us the -- if you would indulge us until after we have the COA, and that -- that will inform where these micro transit last mile solutions, what they should look like (inaudible).

If you just give us -- if -- this -- that will be done and I think we'll have the first final draft of the report sometime in November. You know, we'll have to go through the internal socialization process.

So I don't know if you have a meeting early next year that we -- we could come back and share -- at least share with you where -- where we are, what we learned, what the possible is.

And then, you know, we can certainly continue to talk about that.

CHAIR COOLMAN: (Inaudible) say that it's just refinements of all

we're doing.

MS. LONERGAN: Yeah.

CHAIR COOLMAN: Thank you.

MS. LONERGAN: Uh-huh.

Nothing else?

CHAIR COOLMAN: (Inaudible.)

MS. LONERGAN: Okay. We can play the video again if you want.

(Laughter.)

MS. LONERGAN: Then thank you so much for your time.

CHAIR COOLMAN: Thank you very much.

UNIDENTIFIED SPEAKER: Thank you.

CHAIR COOLMAN: Thank you, Tim. Where -- where are you going?

Can you say?

UNIDENTIFIED SPEAKER: Baseball.

MR. GARLING: No, no. I'm actually going to -- to Arizona, Phoenix

(inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. LONERGAN: Thank you. Bye-bye.

CHAIR COOLMAN: Gretchen, I got a little confused here --

MS. CASSINI: Yeah.

CHAIR COOLMAN: -- on our order, because that was the initial surtax program (inaudible), right? We did one and two, (inaudible), and then

(inaudible) --

MS. CASSINI: No, no. You're all the way down at the bottom. So go to Roman numeral two. There -- now you're going to be on the third bullet.

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: Go to numeral two, third bullet. This is Public Works capital.

CHAIR COOLMAN: Well, I have -- I have five things at the bottom, right? We did the first two, right?

MS. CASSINI: Yes.

CHAIR COOLMAN: Then we just did municipal surtax program community shuttle (inaudible)?

MS. CASSINI: No, no. That's -- that's -- yeah, that's next.

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: Yeah, the municipal surtax program is actually after Public Works. So forgive me. Yeah, it's --

CHAIR COOLMAN: And now we're ready --

MS. CASSINI: -- there.

CHAIR COOLMAN: -- for Public Works?

MS. CASSINI: Uh-huh.

CHAIR COOLMAN: Oh, okay. We got talking about the shuttle, that's why.

(Laughter.)

MR. HUI: You were disappointed.

UNIDENTIFIED SPEAKERS: (Inaudible.)

- **BROWARD COUNTY PUBLIC WORKS CAPITAL**

MR. HUI: Good afternoon, Mr. Chair, members of the board. We're back again. We're here to talk about Public Works' budget request for this upcoming fiscal year.

And let's get -- let's dive right into it. We will -- we will now dive right into it.

Before we get into the requests themselves, just a little summary of where we -- where we've been the last couple years since the -- since the program started.

This is a breakdown of the expenditures according to the different categories. And I think all of you are familiar with in terms of how we (inaudible) our projects.

The biggest one is the capacity expansion projects, and a lot of expenditures came last year, last fiscal year. The bypass road and then also the Pine Island Road project.

Other than that, there's some other notable areas. So we continue to make steady improvements or -- or expenditures into our adaptive signal control program. Mr. Donmez mentioned that earlier this morning. We're going to have a discussion about that next week in terms of exactly where we're at and so forth.

And -- and expenditures into our drainage program for resiliency that we've also talked about this morning with Mr. Ton.

And so this just a quick -- quick summary of where we are before we get into, you know, where we -- where we're going next.

This is our budget request for this upcoming year. It's about \$77,000,000. And it is in, again, the same categories that -- that, you know, we -- we have discussed in the past, such as adaptive fiber and -- and road capacity and so forth.

There are about 45 -- a little bit over 45 projects in total that sums up and make up the \$77,000,000.

And I'm going to go through it the same way, same manner that I have done with the board in the past where we go over each one of the projects and so that you know, you know, what -- what the money's being spent for.

Because there are a lot of them, I don't want to -- again, once again, I don't want to spend time on the ones that have no changes to them or, you know, minimum issues with the projects, that are just the next step in -- in our five-year plan.

But I do want to -- what I will do, as I've done in the past, is is that as I come to projects that I want to make sure that the board is aware of, there's some changes to it, I'm going to highlight them and spend a little bit of time with them and so forth.

So it's pretty much the same thing, same way that we have done it in

the past.

So starting -- starting the first one is the adaptive signal control project on Sheridan Street. There are really no changes to it, both in terms of when we plan to do it and the budget that we're planning to spend and so forth.

The next one is on Weston Road. Again, it's the same -- you know, it's the same issue -- well, it's the same situation. No change from what we had previously planned to do and spend on Weston Road.

And when that gets going, it will help us tie it into some of these large residential area on the western side of the County.

Fiber project. We continue to build out our fiber backbone.

Copans Road, it -- it starts to tie it into -- and it's going to also tie it into -- and proceeding along Pine Island Road. It's going to allow us to tie our backbone into State Road 7 where -- where FDOT has also built a fiber connection. So it'll allow us to connect it and provide us redundancy and so forth as we go -- as we go forth.

The next project is F11, I95 -- 95 (inaudible). This is going to -- again, this is going to work together with our adaptive project of tying the western side of the County into the remaining -- well, into -- into the portion of our system.

So, again, no change to it from -- you know, from what we had planned to do and so forth.

F -- oh, I'm sorry. Yes, please.

MR. DONMEZ: I was just going to ask --

MS. CASSINI: Can you use your mic?

CHAIR COOLMAN: You have to press your --

MR. DONMEZ: Oh, sorry. From the past five years, so far -- well, maybe (inaudible) what percentage of the total project for fiber optic, you know, the backbone, is -- has been completed or will be completed (inaudible) --

MR. HUI: Yeah. (Inaudible) --

MR. DONMEZ: -- (inaudible)?

MR. HUI: -- yeah, within -- within the program, I -- I would say probably 50 to 60 percent of it have been initiated. But --

MR. DONMEZ: At this time?

MR. HUI: Yeah, because -- and -- and the thing about it, too, that's kind of really interesting is is that the way we've been doing our fiber program is is that we've been working very closely in conjunction with FDOT.

And -- and so they built a lot of the fiber on the -- on the east side of the County, and then also on the major roadways.

So -- so we're not building this fresh. We're not building an entire parallel system, you know. So that's why we're able to take advantage --

MR. DONMEZ: (Inaudible.)

MR. HUI: -- and leverage it and then, you know, get into, you -- you know, what we really want to do.

And I think -- you know, it's -- so -- so it's entirely that we've been able to do all of it, but we've -- certainly working in conjunction with FDOT is -- is something that -- you know, that we've been able to do.

So the next one is F11 -- oh, actually, I just discussed that.

And F12 is extension of Pine Island Road fiber, and just continues to go north into -- it allows the tying, you know, the tying into -- into our system.

And F15 is -- it's just another extension. You know, it -- it's just a next scheduled phase of the extension of our fiber program.

So F17, Royal Palm, you know, as we go north, we also have the opportunity to -- F15 -- we also have the opportunity to, again, make a tie into and connections with, you know, going in a east/west direction, making the connection with existing fiber and fiber that we also have plans to build.

Commercial Boulevard --

MS. CASSINI: I have two ahead of it.

MR. HUI: What's that?

MS. CASSINI: Just one more.

MR. HUI: One more. There it is. Sorry about that.

So it's -- it's, you know, similar issues. Again, no change of, you know, what we have -- what we have planned so far.

So the next group of projects that I want to get into is the intersection projects.

This is a -- there's not change to it, but it's a very good project from

the standpoint of in -- in the downtown Fort Lauderdale area, couple years ago we eliminated a lane right around this area (inaudible) the sidewalk to improve pedestrian safety in this area.

This is just a continuation of that. We're going to go across the railroad, we're going to, again, make a -- make a safe pedestrian walkway through the -- the railroad tracks.

Lot of -- there's a lot more activity in the area in the last couple years, and I think this will be something that will be very good for -- for the neighborhood.

So -- yeah, please, Mr. Chair.

CHAIR COOLMAN: Tony, this -- if this is the intersection with Flagler, that -- that's a -- there's a railroad, there's streets, it's a mess.

MR. HUI: It -- it's -- it's difficult. And --

CHAIR COOLMAN: And it's designed? According to this, it has already been designed, right?

MR. HUI: It -- it's -- it -- we're in the design process right now. We're working very closely with FEC Railroad.

We've got to go through a lot of hoops to go on to -- to get the approval on this.

CHAIR COOLMAN: Are -- are you working at all with any of the businesses in that area?

MR. HUI: We've --

CHAIR COOLMAN: You may not normally do that, but --

MR. HUI: Uh-huh.

CHAIR COOLMAN: -- I have -- I have heard from a lot of those people --

MS. CASSINI: As have we.

CHAIR COOLMAN: I don't hear much from people, but I've heard about that intersection.

MR. HUI: We -- we have actually worked with one of the property owners in an adjacent (inaudible). We actually worked with them very closely for many years.

And -- and he -- and we were able to install that walkway sort of right in front of his property with something like a sidewalk that -- that was, you know, what was needed for -- for pedestrians to walk through it.

So we've been working very closely with some of the property owners in that area.

But -- but I think that's something that the neighborhood -- like you said, it's something that we -- because all of the different angles and, you know, that goes on, it's something that it's going to be very much appreciated and needed to be implemented.

CHAIR COOLMAN: So that's going to be done in 2025?

MR. HUI: We're -- well, we're going to -- we're going to start in -- we -- the budget is going to be available in 2025, but we still have some steps that

we're going to go -- going through in terms of the design and working it through with -- with the FEC Railroad.

But, you know, we (inaudible) use that funding to start that sometime during fiscal '25.

So the next project is the I-103. It's a intersection group one project, so it actually consists of four intersections that we've identified as a group through, you know, one of our studies that we've been doing that those studies are -- excuse me -- those projects are in the design phases. This is the construction dollars that will become available so we can initiate the construction as soon as the design is ready, so.

The next project is I-104. It is -- it is the next group of projects that are going to come along that we can start doing work on that will hopefully do similar type of things that we talked about earlier this morning.

We actually -- previously, we actually planned to start this a year later, but -- but the way that, you know, we moved things along, that we've got a couple of intersections that I think we can start a year earlier.

So that's why we want to have funding available a year earlier.

We'll need a little less money because we've only got a couple of the intersections identified that we can move ahead at this point in time.

But it's a good thing, I think, that -- that we want to be able to move some of these things along as quickly as we can.

The -- the -- the next project is a capacity expansion project. It is the

Pine Island Road capacity from Commercial Boulevard to McNab. And it's the next phase of the expansion of Pine Island Road.

And this project, what we're going to be -- well, what we actually will be doing is these couple of projects with Pine Island Road, we've been working very close with FDOT on.

They've been -- they -- they've been providing us funding with quite a few of these projects.

On this one, we will be -- we -- we expect to sign a funding agreement with FDOT for a million dollars for the design of this project.

During construction -- when construction starts in a couple years, we expect that they will also contribute to the construction of this project in a couple years.

But we will -- we'll -- we -- we'll work on the details on that and, obviously, advise the board when the time comes.

But -- well, so we have -- we were able to leverage about a million dollars from FDOT for this project.

So the drainage projects now we want to get into a little bit.

D-04, Northeast 6<sup>th</sup> Avenue. And we need an additional four and a half million dollars for construction.

This is one that Mr. Ton talked about earlier this morning and -- in terms of the reasons for why we need funding and what we're trying to do with this award. So I'm not going to repeat all of that.

But this is where it ties back into the earlier morning discussion.

And the next project is D -- D-06 is is that we actually are trying to move this project. D-06 is the southern part of 6<sup>th</sup> Avenue. And it has the same issues what we just talked about earlier.

And we're just trying to move this project along a little quicker because, again, there is that urgency with -- with regards to many -- most -- just about all of these drainage type projects.

D-106, Mr. Ton also discussed that this morning, Roosevelt Gardens drainage.

And then he talked about the reason why we need to now do a detailed evaluation of it. So a million dollars request for design for this upcoming fiscal year.

D-107, it is a new project. This is not one that we -- you have -- sorry. I'm trying to do two things at once. Obviously, I'm not very good at it.

(Laughter.)

MR. HUI: So this is D-107. And this is a new project. This is an area that we tried to get funding for and we applied for funding in this neighborhood.

We were not successful this first time going around.

And I think as we go through it, there is definitely that need for the -- for it. We're going to continue to pursue different avenues as we go forth, like we did for all of our other projects.

But the reason that this was -- this is new is because of the recent flooding situation and (inaudible) our inability to get grant funding for it up to this time.

The -- the next one is our bridge maintenance -- bridge rehab project, replacement projects, is the fourth 7<sup>th</sup> Avenue bridge.

The -- we're -- we're in the -- we're currently in the design phase of this project at the moment. And the way that we've been -- that I'm able to develop the design of the project is is that we can do -- we have determined that the best way to do it is to actually do it in phases.

And so by doing the first phase, we can actually hold off the expenditures for another year on the -- on the second phase of it.

So that's the reason we have reduced the budget for this year and (inaudible). But we will --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. HUI: -- but -- but we're shifting the second phase of the project (inaudible).

CHAIR COOLMAN: Tony, the cost, it says construction ten. Then it says construction 19.

MR. HUI: Yeah. Uh-huh.

CHAIR COOLMAN: What --

MR. HUI: Yeah, but --

CHAIR COOLMAN: -- is it -- is it 10,000,000 next year and another 19

the following year? I don't --

MR. HUI: It -- I didn't explain that well. I'm sorry. My apologies.

It -- the -- the original budget request was 19,000,000, and it's 19,000,000.

What we want to do is I want to break it into two phases. 10,000,000 this upcoming year, 9,000,000 the following year.

CHAIR COOLMAN: So a total of 19.

MR. HUI: Yeah. The total's still 19, but it's not -- it -- we -- we shifted it.

CHAIR COOLMAN: Okay.

MR. HUI: Yeah. So the next project is -- is the Dixie Highway resurfacing and road improvement.

And this is one project that I do want to talk to the board about. This is a -- this is an excellent project. It's a very -- it's a very good project.

It's actually a project there's some multi-agency involvement with it.

The cities of Hallandale Beach, City of Hollywood, and actually the MPO took the initiative of -- well, excuse me. Just one step back. This is a County road. But the cities have taken real initiative in terms of developing the Dixie Highway corridor for this project.

They spent money doing traffic studies, identifying the concepts of how they would like to improve that road.

And it's -- and the concept was brought to our Commission back in

November of last year. It was approved by the Commission that -- that they will be installing a multi-purpose path along there. They're going to be doing a lot of pedestrian-friendly type improvements, some drainage improvements.

And -- and, essentially, this will be an excellent project for -- for the cities, an excellent project for the County road.

And the MPO and -- and so forth have been involved in terms of planning of it.

The -- what -- the reason we want to do this and move it up -- move it up at this time is is that we want to be able to do two things.

One is is that we want to be able to tie into the design of the -- the -- the rail -- (inaudible) about the rail project that Coree mentioned earlier, that -- that there's going to be a rail station along the route right next to -- just north of Hollywood Boulevard, right next to Dixie Highway. So we want to be able to start our planning of the improvements of this, tie it in together and make sure that we fit within the design of the rail station that's going to be located there.

And it's -- that's one key thing.

And then the second key thing is is that with all of this, with all of the different cities' involvement and, you know, what it's going to do for the entire neighborhood, this really puts us into good -- good opportunity to apply for grants for this project.

So we want to be able to have our project far enough along in the design that it gets us into a position that we can apply for grant funding that -- you know, that will be available.

So this is an excellent project. The Board has approved the concept of it, where I think they're going to be -- the only thing I forgot to mention is that they actually are going to be reducing lanes, one of the travel lanes, in order to allow the construction of multi-purpose path.

So it's going to be -- improve the safety of the entire area, entire corridor.

So it will be -- once we get into design of it, we'll -- we'll bring it back to the board and show you all the different, you know, aspects of it.

And it is an excellent project that -- that the cities have been interested in and taken initiative on and have been -- you know, it -- it just is a -- a very good project for the entire area.

The next project is B-28, 67 Street improvements. And we are constructing that -- we're advancing the schedule so that we can work -- we can construct it together with a couple other projects that have already been approved.

So just to improve the timing of it that we can do some of these projects in conjunction with the intersection and mast arm and then also the sidewalk projects, that we can all get them together at the same time so that we minimize disruption to the entire neighborhood.

Atlantic Boulevard resurfacing, the -- the --

MS. CASSINI: (Inaudible.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: There we go. All right.

MR. HUI: Thank you.

MS. CASSINI: Yeah.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: I have a layman's question. You know, we talk about resurfacing. Then we've got to spend a couple hundred thousand on design. And then we've got to do it.

But we're doing something more than resurfacing, because we're not just resurfacing what's there, apparently. Is that right?

MR. HUI: I'm sorry, sir?

CHAIR COOLMAN: You had a -- you've had a lot of money for design on a resurfacing. And I'm just trying to wonder, you're not just resurfacing? You're doing more than just resurfacing.

MR. HUI: Yeah, it's --

CHAIR COOLMAN: It's a bad word.

MR. HUI: -- yeah. And -- and it's probably -- we should use the -- you know, different types of --

CHAIR COOLMAN: Rejuvenating is --

MR. HUI: Yeah. Because there -- there's road improvements that's

associated, you know, with it in many cases.

CHAIR COOLMAN: You're bringing it up to code, I guess, is another way of looking at it.

MR. HUI: Yeah.

CHAIR COOLMAN: All right. Thank you.

MR. HUI: And that -- that's an excellent point.

And -- and we're doing -- one of the main reasons, you know, is that in this -- in the case of this project, there has been a request from the cities to, you know, help with some of the road improvements and resurfacing, you know, of this segment.

CHAIR COOLMAN: I have to come back to this. I think about Coral Springs and I think it's all brand new, now we're resurfacing out there.

So the question is how long does the -- how often do we have to resurface these streets? Because we're doing this today, we're going to be around -- not me, but in another 20-something years, you're going to come and we're going to be resurfacing again, right?

MR. HUI: Well, it -- it's the -- obviously going to (inaudible) in the range of about 15 years. That's about the life expectancy of asphalt.

CHAIR COOLMAN: That's almost as bad as (inaudible) concrete only lasts 50 years.

MS. CASSINI: So, for those that are on the line, that was 15 years is the useful life of asphalt.

CHAIR COOLMAN: No, I -- I heard the 15.

MS. CASSINI: No, no. They didn't though --

CHAIR COOLMAN: Oh.

MS. CASSINI: -- because he didn't use a mic.

CHAIR COOLMAN: You know, so when are they -- somebody's going to be revisiting this.

MR. HUI: It's -- unfortunately, it's one of those things that -- that we have to do on a regular basis, because if we don't, then the asphalt starts to unravel. It starts getting worse, and it's going to be more -- you know, more money as we get into it, so.

CHAIR COOLMAN: I just think it's important to realize that maintenance, which we all know is ongoing --

MR. HUI: Yeah. Absolutely. Absolutely. Uh-huh.

So the -- the next two projects, B-61 and B-62 --

MS. CASSINI: (Inaudible.)

MR. HUI: Okay. So B-61 and B-62 are on Sheridan Street, close to the bridge improvement project that we are currently in the process of working on.

And we have advanced these two projects to be done in -- at the same time as the bridge rehab, the -- the -- the bridge project.

So, again, we're trying to package a lot of these projects together so that they can, you know, minimize the impact to the public.

B -- the next one is B-108. And B-108 is a new project. And it is down in the section -- it's on the eastern portion of (Inaudible) Boulevard.

And the main -- the main driving force of this project is the safety concerns that -- that have been raised over the years for this -- this area.

What you can see on the map here is that it's a curved road. The road was never designed and constructed right, right from the beginning.

It was -- it -- there's no curvature to it, it's just a flat road. People driving through there -- and unfortunately, there's some speeding in that area.

So on either side -- on either side of the curve, cars coming in, and any one of them that speeds have -- have -- have hit houses along the -- on -  
- on -- on both -- both sides of the road.

We have done a lot in the past couple years to minimize and -- and reduce the -- the -- the impact of, you know, these type of collisions.

We -- we put in guard rails. We put in those raised pavement markings so if you drive on it, you can -- you know, you can hear it, so that -- you can feel it, so that people will start to slow down.

We put in lights and, you know, we've done a lot of the interim things in this area to improve the -- the situation on the road.

But the real fix of it is is that the road needs to be reconstructed. It's got to be rebuilt with a pitch to it so that, you know, even if someone is going through it with a little higher speed than they do, they're not going to be -- not

going to be, you know, running off the road into the house and so forth.

So this is a strictly very much needed safety improvement project. It is a new project that, you know, it's something that needs to be done for the safety of the -- for that neighborhood, so.

The -- the next one is also a very interesting safety-related project. And this is the -- the B-109. It's a new project. Northwest 31<sup>st</sup> Avenue.

I'm sure all of us have driven along that Northwest 31<sup>st</sup> Avenue at some point in time. It's a minor -- it's a -- it's a County roadway, six lanes, minor arterial.

A lot of traffic in there, residents and businesses on both -- you know, on both sides of it.

Unfortunately, over the years, that there have been some, you know, crashes and accidents and serious accidents on -- on the side of the road.

We -- we are currently in the -- in the -- in the process of taking a look at it as part of our safety action plan that we're looking at, trying to identify safety -- strictly looking at safety improvements of what can be done on this road.

And we're taking a look at it at a main segment of -- of this roadway that -- that -- that takes care of where a lot of the crashes have occurred over -- you know, over the years.

And what we want to do is is that we -- we, again, wanted to do a couple things, is is that we want to look at it from a safety standpoint, make

sure that this road gets the improvements as needed and necessary to improve them to -- to improve safety.

And we want to be in the position to be able to obtain safety-related grant opportunities that are available.

The MPO is -- is -- is a -- is a big part of it. Both the MPO and the County are working on this Broward safety action plan that's going to be taking a look at this in close detail.

We want to have this funding, this \$3,000,000 -- excuse me -- two and a half million dollars funding available to start the design and whatever needs to be done to get us into position for implementation grants that we believe are going to be available and that we believe we're going to be eligible for next year, so.

And, again, this is strictly safety-related, and I think this is -- again, it would be a very good project for the -- in the eastern half of the County.

So, that takes care of some of those other projects, and we'll be getting to a couple of resiliency-type projects, which is the mast arm projects.

This is the (inaudible) mast arm -- it's nothing special -- it's a -- I shouldn't say that. There's -- there's nothing different about this project than what we have (inaudible) --

CHAIR COOLMAN: It's only special after a hurricane.

MR. HUI: I'm sorry?

CHAIR COOLMAN: It's only special after a hurricane, when you

appreciate it.

UNIDENTIFIED SPEAKER: Yeah.

MR. HUI: So M-26 is the next one. It's a similar thing on Nob Hill Road. No -- you know, no change of what our current plan was.

M-27, Stirling Road.

And the next one is M-48, 57<sup>th</sup> Street.

One more is M-49, Atlantic Boulevard mast arm.

M-63, Miramar Parkway.

And M-64, Oakland Park.

So, these -- again, these projects are all going to be able to help us improve our resiliency going forth into the future.

Next group of projects are lighting projects. Areas where we don't have lights there currently at this point in time.

And we're going to be -- you know, we're going to be going in installing LED lights and bring them up to standards in what -- what should be available.

Again, for the safety of this area.

L-11, L-12 are Nob Hill Road.

L-13, also in -- on the -- on -- on a separate part of Nob Hill Road in the southern portion of it.

And those are our lighting projects.

The next group of projects are our minor drainage projects and the

sidewalk -- road drainage and sidewalks projects which are minor drainage. And, typically, we will try to do in conjunction with missing sidewalks at the same time.

S -- S-13 is on Flamingo Road.

S-14 is also in this -- also in Flamingo Road.

15 -- there's a lot of the areas, we're trying to identify areas that currently that are just maybe missing sidewalks that we want to make sure that the -- that the area is suitable for multi-modal access on the roadways.

Cypress Creek is S -- S-25. It's the next project.

MS. CASSINI: S-15.

MR. HUI: S-15 is Flamingo Road.

And then S-25 is on Cypress Creek. And then we will be doing this project in conjunction M-48 and I-03 that we can work it together in a bundle to become more -- you know, just to be more efficient when we do some of this construction.

S-31 is Riverland Road drainage and missing sidewalks. This is kind of -- to the board it's an interesting project. Riverland Road south of Peters Road. It's a -- it's a road that kind of has a multi-agency jurisdiction. It's -- a small part of it is owned by the state. The remaining portion is more or less shared evenly between the County and the City of Fort Lauderdale.

And that's an -- that's an area that is -- historically has had a -- a lot of flooding. And there are some finger lakes that -- on the -- on the map that

show this heavy tidal influence in that area.

And with the -- with the tidal influence and then on top there, the amount of rain that we had the last couple years, and it's -- it's a -- it's a area that definitely need drainage improvements.

We have been working with the City of Fort Lauderdale. They -- they have also been working on sources of funding for the project. And they've been -- you know, we've kind of worked it together that their -- they will have the funding available.

And so we want to move up our project and also want to re-scope it a little bit to kind of, you know, work together.

It's the only way -- it -- it -- it -- it's -- it -- it's the same road. It's different jurisdiction. It's really -- the jurisdiction really doesn't help out the community. You -- you have to -- really have to work together, you know, to -- to solve the problem for the entire neighborhood.

So this is one that we're going to be working and we're excited to work with City of Fort Lauderdale to kind of provide the -- the needed drainage relief for the residents and also the motor vehicle passengers that -- that -- that live in that area.

So that's our -- that's the last of that group of project.

Then in the next two is just the school zone improvements.

The -- the first one is the construction of a number of schools that are currently designed at this point in time.

And then the following group, the ZG-25, is the next group of school zone that we want to take a look at and -- and get them ready to -- get them ready for the design stage.

So, sorry to have gone through -- taken so long to have gone through all that.

But just a quick summary.

Most of the projects have no change in scope or time.

There are about 11 projects that saw increases.

And there are three more projects that I think were mentioned. Two of them are for safety, one for drainage.

And then one of them we shifted the cost a little bit, so probably included in that \$17,000,000, so.

Any questions I can answer for the board?

CHAIR COOLMAN: I only have a comment, that you learn something every day of your life. And repaving the roadways is more than just repaving the surface.

I mean, I -- you know, we're -- we're making safety improvements.

MR. HUI: Uh-huh.

CHAIR COOLMAN: And I don't think -- I didn't really realize that. I'm sure the average Joe doesn't.

So when they say, oh, we're spending money on asphalt, wait. We're spending on more than just asphalt.

MR. HUI: Yeah. Uh-huh.

CHAIR COOLMAN: And that's another piece of the puzzle.

This is good. So congratulations.

Thank you.

MR. HUI: Thank you.

CHAIR COOLMAN: Anybody else?

MR. HUI: Thank you.

CHAIR COOLMAN: Thank you. And you're going to come back Friday.

MR. HUI: I will.

(Laughter.)

MR. HUI: If you want me.

- **MUNICIPAL SURTAX PROGRAM (COMMUNITY SHUTTLE AND PROJECTS)**

CHAIR COOLMAN: Well, am I correct, now we're going to the municipal surtax program, community shuttle and projects?

MS. CASSINI: Well, I apologize. The agenda should have been amended, because, as you noted, the municipal community shuttle program was covered in the Broward County Transportation Department area.

So we didn't want to be duplicative and have it in both places.

So the only thing I'm going to focus on right now is just the municipal surtax projects for fiscal year 2025.

And it should take just a moment. I know we're a little bit over our schedule.

So I will pause here, let you all take a look at what is planned in fiscal year 2025.

There's no change to the previous five-year plan that you all saw in 2023 during the budget workshop and five-year plan discussion, except for CORA-102. It's highlighted in blue right down there, third from the bottom.

That project was actually brought into fiscal year 2025 at the city's request, because the project is currently in its design phase and the design is expected to be completed the first week of September.

The MPO conducted a readiness review of the project, evaluated the design plans, and determined that it was appropriate for the project to move into fiscal year 2025, since it will be ready for construction.

And it's a \$330,000 construction project.

The rest of these projects were already expected in fiscal year 2025.

They are all Cycle 1 projects, so, to your question about where are we with Cycle 1, we are still funding the phases that -- so the Cycle 1 projects that were in planning and design phases, we're funding their -- their tails, is how we refer to them.

So in fiscal year 2025, all of those projects are Cycle 1 projects.

Are there any questions?

Okay. Great.

I'm going to continue on, Mr. Chair, if that's okay. Excellent. All right.

- **BROWARD COUNTY RESILIENT ENVIRONMENT DEPARTMENT'S  
INNOVATION UNIT/MAP ADMINISTRATION**

MS. CASSINI: And now we have a new request in the fiscal year 2025 budget. It is a joint request between your support arm, MAP Admin, and the Innovation Unit of the Resilient Environment Department that you heard from earlier.

And we are going to collaborate on this.

And I'm going to ask Mr. McChesney, who introduced himself a little bit earlier, to talk through the purpose of this budget request.

Thanks, Phil.

MR. MCCHESENEY: Do I need to turn this --

MS. CASSINI: Yes, you do.

MR. MCCHESENEY: There we go. Good afternoon again. Phil McChesney, Broward County Innovation Unit.

One of the main roles of the innovation unit is actually to partner with client agencies throughout Broward County to work with them to develop innovative solutions and to particularly focus on -- on data analytics and visualization.

But the -- the 3D video you saw earlier was an example of some of the work utilizing new technologies.

This request that you see in front of you is getting into the area of IoT,

or Internet of Things, dealing with sensors.

And so we see MAP Broward as kind of one of our particularly sort of high profile collaborators. We work a lot with them regarding data visualization and other projects.

We're excited about this because it will ultimately be to develop a plan for placing IoT sensors to reflect realtime impacts upon our roadways and multi-modal systems.

We're looking at several sensors, focusing initially to detect and for early warning of -- of flooding on roadways that would be utilized to inform emergency personnel and the EOC for first responders that ultimately could be used to notify the public to allow them to divert their trafficways in -- in real time as roads flood.

We have a lot of sensors, though. They -- they serve multiple purposes.

And so a lot of times, it's a matter of just turning on additional features on sensors.

Other times, it's adding sensors to them.

And it would be -- you could do everything from identify pedestrian traffic and do pedestrian counts at crosswalks.

You could identify particularly uptick of emissions or -- or a drop of emissions based on effective transportation.

But -- but this is actually collaborating with the -- the Resilience Unit

within the Resilient Environment Department with MAP Broward.

We're working with an academic partner this is going to have their Fellows program come and put together some analysis and present a recommendation to us at no charge to the County, fully funded by the university.

Additionally, the second piece that you see on there is for taking a current 50 percent position, a PT-19 position, and making that a full time position for, again, collaborating, working very closely with the Innovation Unit and with MAP Broward, but for transportation-related data visualization and analysis.

CHAIR COOLMAN: So it's 150 plus eighty-seven five.

MR. MCCHESENEY: That's correct. The 150 is for the -- the -- the sensor project, and then the eighty-seven five is staffing.

CHAIR COOLMAN: Those numbers, I assume, are only part of the cost, because they're relatively (inaudible). We're not a hundred percent funding this out of surtax, are we?

MS. CASSINI: We're a hundred percent funding this out of surtax, yes, we are.

The \$150,000 for the sensors is a one-year ask. We expect that we'll be coming back to you with additional requests.

And the staff person is currently funded with the surtax but at the part time level.

So this -- this is an increase to bring that person to full time with benefits.

CHAIR COOLMAN: But you did mention you're working with others that are -- have some value, I assume.

MS. CASSINI: I'm sorry. Yes, I understand what you're saying now, Mr. Chair.

The -- the in-kind from the university, the value of that will be captured.

MR. MCCHESENEY: That's correct, but there's no funding to support that. The -- the university is fully funding because it benefits them from the learning they achieve for their -- their Fellows program.

And that includes two -- two faculty members and four to five students and about 400 man-hours of -- of work to do an analysis and present a recommendation to executive leadership.

CHAIR COOLMAN: And these sensors are looking at our streets?

MR. MCCHESENEY: That's correct. The initial intent would be -- and I think I saw earlier in the presentation you saw the mast arms that are being placed at intersections so that they would -- they would point downward on the streets.

And then, in addition, we would be -- so you would sense a -- a rise of water, a flooding on the roadways.

In addition, looking at within the -- the storm sewer catch basins, so you could actually detect rising water prior to the flooding on the streets.

CHAIR COOLMAN: Do they have any ability to indicate crashes?

MR. MCCHESENEY: Not these sensors, but there are others that -- that can.

And that's -- that's -- this is sort of a newer area for us. I mean, it's not new as far as technology goes and innovation, but it's a newer area for us to get in.

In fact, Ms. Cassini and I were just talking the other day about a lot of the sensors out there have multiple capabilities, and sometimes it's a matter of, hey, we're just using it for one thing, but there's other features that you can turn on so you're sensing multiple things at the same time.

CHAIR COOLMAN: Thank you.

MR. MCCHESENEY: Thank you very much.

## **ADJOURN**

CHAIR COOLMAN: Erdal -- Erdal, if you move my left, I don't have to look to the right and the left.

Are we -- I guess we're finished; is that correct?

Does anyone else have anything?

MS. CASSINI: Chair, if there aren't any follow up questions for any of the agencies from the members, there are no comments from anybody who is participating virtually, then, yes, you can adjourn.

CHAIR COOLMAN: We normally ask for comments from the public at the beginning, but do we have any now?

Okay. Thank you.

If not, we -- we're adjourned. It's quarter 'til 3:00.

Thank you very much.

MS. CASSINI: Thank you all very much.

(The meeting concluded at 2:45 p.m.)