

## **MINUTES**

### **INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD**

#### **MEETING - AUGUST 9, 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

Alejandro Munoz, Public Transportation Consumer, via telephone

Anthea Pennant-Wallace, Vice Chair, Designee of Broward College, Supplier  
Relations and Diversity

#### **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

**Also Present:**

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

Gretchen Cassini, Board Coordinator

Ray Burnette, Administrative Support Specialist

Tashauna Williams-Wilson, Marketing Manager

Laura Rogers, County Auditor's Office

Tim Garling, Deputy General Manager, Broward County Transit

Coree Cuff Lonergan, Director, Broward County Transportation Department

Tony Hui, Broward County Public Works Department

Paul Strobis, Director, Broward County Paratransit

Karl Thompson, Chair, Broward County City Managers Association Surtax Subcommittee; City of Weston

Pamela Landi, Broward County City Managers Association Surtax Subcommittee; City of Wilton Manors

Julie Krolak, Director of Development Services, City of Coral Springs

Marty Cassini, Broward County Intergovernmental Affairs

Ray Macaroy (phonetic), public participant

Juan Beya, Laws Reporting, Inc.

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at One North University Drive, First Floor Board Room, Plantation, Florida, at 9:30 a.m., Thursday, August 9, 2024.

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

**CALL TO ORDER - CHAIR COOLMAN**

CHAIR COOLMAN: This is a Transportation Surtax Oversight Board meeting. It's 9:37. Good morning.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: As I say, good morning. I'd like to call the meeting to order and have the roll call, please, Ray.

**ROLL CALL - ROY BURNETT**

MR. BURNETT: Good morning.

Anthea Pennant-Wallace.

MS. PENNANT-WALLACE: Here.

MR. BURNETT: Phil Allen.

MR. ALLEN: Here.

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: He's just quiet.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. BURNETT: Debbie Madden.

MS. MADDEN: Here.

MR. BURNETT: Thank you.

Ronald Frazier (inaudible).

Shea Smith and Alan Hooper will be absent today.

CHAIR COOLMAN: We have a quorum, correct? Alejandro's on the phone?

MS. CASSINI: Yes. We have a physical quorum, and we have one member participating virtually.

### **PUBLIC PARTICIPATION**

CHAIR COOLMAN: All right. Do we have any members of the public that want to speak? Is that what we do next?

MS. CASSINI: We do do that next. Thank you.

We do have members of the public -- well, we have members of the municipalities here, but they're for questions only, and it is related to Action Item Number 3.

CHAIR COOLMAN: So no other public today?

MS. CASSINI: No.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: You do?

MR. MACAROY: Yeah.

MS. CASSINI: Oh, I'm sorry. I don't have anything. It says for questions only. I apologize.

MR. MACAROY: Oh, I'm sorry.

MS. CASSINI: That's fine.

I'm sorry, Mr. Chair, we do have someone that would like to speak --

CHAIR COOLMAN: That's fine.

MS. CASSINI: -- on the five-year plan.

MR. MACAROY: I apologize. I put it as questions only.

MS. CASSINI: That's okay.

MR. MCELROY: Thanks.

MS. CASSINI: Just, would you say who you are?

MR. MCELROY: Yeah. My name's Ray McElroy (Phonetic). I live in Fort Lauderdale. I've been a resident in south Florida for 31 years. I lived initially in Miami-Dade County and came here.

I'm representing myself today as well as a group called (Inaudible) Broward, which is a grass roots group that works for urbanism and better transportation.

I just wanted to take my time today to come from work -- I didn't prepare like a formation position, but I wanted to make sure that I talk to you as a citizen and make sure that you guys are constantly asking yourself the correct questions as you approve these budgets.

Because we have one shot at this, and if we don't get the surtax funding (inaudible), at the end of 30 years we won't get it again.

And it's already struggling under the accounting (inaudible). There's guardrails in place. I've talked to staff before about Miami-Dade, but I'm still seeing some of these things that present themselves.

So I want to go through a few things. I want to make sure that every time we're doing something we're using the best empirical data.

There's over something like hundreds of millions of dollars in the roadway and intersection expansions throughout the County. There's the

fiber optic system that's being expanded for arterial traffic management systems.

Those things cost a lot of money. They cost like three, four, five-dollar signs, and you get like one percent incremental increase in your capacity.

So the public will never actually be able to see it anyway. You might get tangible results immediately from it, but we're not really seeing a true measure on the back end.

We're spending a lot of money to (inaudible) a little bit of capacity of what we have.

The real solution is the transit system, as you guys know, the Broward County Transit system. And that -- that means that we should be focusing on sidewalks, on protected bike lanes, and stuff like that, crosswalks.

One of the things I was surprised about seeing in some of the budgeting is that we're still funding unprotected bike lanes. This isn't a best design practice. You guys aren't a design board. You're taking advice from engineers and from staff, but you guys ultimately control the purse.

I think you guys should be implementing and pushing for best design standards across all things, protected bike lanes, shared use paths, wide sidewalks, more crosswalks.

I think as a board you guys should be hyper focused on measurable metrics, metrics that you can take to the public and win with.

One of them that we're losing right is pedestrian/bicycle fatalities.

We're ranked 14<sup>th</sup> in the metro US. This is done by Dangers by Design is the concept, and there's three E's to address fatalities. There's engineering, education, enforcement.

These are engineering projects. Roadway expansion and those kind of items don't actually help fix the pedestrian fatalities.

You guys have a giant budget. You guys have the potential to drive this number down and actually make Broward County the leader in pedestrian safety.

A lot of these projects just don't look like that right now.

There is a neighbor of mine who died -- he was like seven years old -- on Davie Boulevard, like two blocks down Davie Boulevard (inaudible) shopping. He was crossing the street -- I reached out to my Commissioner years ago. There is no program funded to replace that intersection. There's no funding being dedicated to make that intersection safer, and I don't get it.

You get billions of dollars, millions of dollars, but we're not targeting the real target zero campaigns. We're not -- we're not hyper focusing on measurable metrics.

And to me, the measurable metric of a transportation system first (inaudible) is safety.

The base of a successful transportation system is safety for all users. Road users, bicycles, pedestrians.

I think more funding -- a lot of these projects here, as you can see,



Highway and Engineering, Public Works Department, they're engineering-driven focused.

You might not see a lot of sidewalk projects, crosswalk projects, (inaudible) streets. I think you guys as a board should be asking for more of those to get pulled up through the pipeline. Those are the kind of projects that will a remarkable difference.

(Inaudible) BCT's operation data. We need the best possible metrics from them.

How do we get those metrics? We put more buses, more operators, but we finish our sidewalks. We make it very simple to cross the street. And at your bus stop on the north side of Oakland Park, there is an accessible median protected crosswalk to get to the south side.

Because sometimes just crossing a bridge or (inaudible) in Broward County is enough to discourage you from taking the bus. And you might just say, I'm just going to Uber today.

But we want to drive transit and BCT is an empirical way to move people in a large County that has a very good cost (inaudible) ratio.

I'm over my time. I've got to finish there.

I'll say this one last thing. This is a paradigm shift for me. And then I'll stop here.

The Mayan Aztec empires used to sacrifice people. They put them on the altar. They put them up on the pyramids. Everybody gathered around. It

was a part of their system.

They understood that with sacrifice there was a reason why I came. The system flourished, the rains rained (inaudible).

The system was -- was the focus.

The problem is we're kind of doing the same thing with pedestrian fatalities. We allow our system to take the priority instead of safety. And in turn, we're having the sacrifices of humans.

It might sound a little weird, but if you think about it in that framework ultimately will allow you (inaudible) any pedestrian death for the sake of the system is indicative of us not correctly reflecting on what we did in the past, is kind of a weird thing.

So I'll leave it there. Hopefully, I was kind of clear. I like open dialog (inaudible) to share my thoughts without just being a public comment.

I appreciate your time. I appreciate you guys sitting on the board. I believe this is the most important board and most important meeting that Broward County has.

CHAIR COOLMAN: I would -- does anyone have any questions? I do have a couple.

One, I would like you to repeat again who -- who do you either represent or who you're working for. I didn't quite understand that.

MR. MCELROY: I represent myself. I'm also part of a group called Energy (phonetic) Broward. I met these people because we go to city hall

meetings. I go to a lot of FDOT meetings myself, because most of these pedestrian fatalities happen at state road levels. And I just (inaudible) these people (inaudible).

CHAIR COOLMAN: Question number two, how many meetings have you attended in total of -- of this board?

MR. MCELROY: Zero.

CHAIR COOLMAN: Okay. I would suggest you stay today, because a lot of the things that you brought up, particularly safety, tracking safety in what we're doing, we're going to talk about.

So I think we hear you. I don't necessarily agree, because if there's anyone -- this board has been briefed on sidewalks, bicycle safety, all the things you mentioned, and they are being worked on.

I think people have to understand that it's not happening tomorrow.

And we're not always happy with how long it takes to do things, and they could be years from now.

So my suggestion to you would be please stay today and listen to what's going on, because I think you're going to find out that almost everything you mentioned, most of it, we're going to be talking about today.

MR. MCELROY: I appreciate that.

MS. PENNANT-WALLACE: We also have recordings of our meetings if you want to know the history of -- we have (inaudible).

MR. MCELROY: The most engagement I've had with the process is

just watching and reviewing the meeting recorded notes. So I have been seeing a one-dimensional view of what's actually been happening, the conversations taking place.

But what I'm just saying is (inaudible) how I see the budget and the line items (inaudible).

CHAIR COOLMAN: Let me close by saying, one, I appreciate you coming and (inaudible).

Please don't take my comments to say I'm not glad you're here. We're glad you're here. In fact, I'd like you to stay for the whole meeting if you can. Or at least -- I don't know if we can pull any agenda items up faster, but I know there's one that's -- I -- I thought it was millions, but it's only thousands that were -- \$320,000 for this monitoring system that will tell us exactly what you're concerned about.

So please stay.

Anyone else have anything?

Thank you very much.

Do we have anyone else from the public that didn't sign up that we're more than happy to hear from.

All right. We're going to have -- I think we have presentations. Gretchen, is that correct?

MS. CASSINI: Yes, we do.

## **PRESENTATIONS**

## **I TRAFFIC SIGNAL CONTROL SYSTEM AND CONGESTION MANAGEMENT PLAN FOR FY 2026-2029**

CHAIR COOLMAN: Traffic signal control system and congestion management plan for FY 2026 to '29.

Mr. Hooper's not here today, but I'll try to do my best Alan impersonation.

MR. AWWAD: All right. Good morning, Chair, Vice Chair, and members of the Transportation Surtax Oversight Board.

My name is Rasam Awwad. I'm the Assistant Director of the County's Traffic Engineering Division. Glad to be here this morning and see you again.

I'm going to be highlighting a couple of items. One is a -- a status, and update you on (inaudible) installation of adaptive signal control systems, where they stand, and also highlight a budget-related item and a grant application that we recently submitted an application for.

All right. This -- this map here, it's a little congested, but it does show primarily the -- if you look at the blue lines and the red lines, where we stand as far as completed fiber optic installations as well -- as well as ones that are under construction.

A couple of things to point out is that this map also shows in grey the fiber that has been installed prior to the surtax funding and -- and program, and also the dashed lines being ones that are administered by the Florida

Department of Transportation.

On to the adaptive traffic control systems. This here shows a breakdown of the currently funded 15 roadway segments under this program that will be equipped with adaptive traffic control systems.

The map on the right breaks them down by what is the lead agency. The lines in blue highlight the ones that are administered by the Florida Department of Transportation District 4 office here, and then ones in orange are the ones that are going to be administered by the County.

In total, again, there are 15 roadway segments, but each segment -- some of these segments are broken down to multiple projects that are going to be administered by either agency.

As to the status of ones that are currently under varying stages of the construction phase, that -- that's a quick snapshot. We have five of them under active construction, with three nearing completion for the end of this calendar year.

And then five that have been awarded, under contract, or are still under contract that will start construction in the near future.

And one under construction procurement.

Now, ones that are under design. We have four of these. Two are -- that are further along in the process at 90 percent (inaudible) complete, and then two that are under design procurement.

Which leads us to this overall map that shows a breakdown by year of

anticipated project completion years.

This was meant to have some animation, just --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. AWWAD: -- it -- it's okay. But from 2024 through 2029 these are the funded projects, we're expecting to complete all 15 roadway segments over the next five years.

Ones past 2030 through 2033, these are -- these are planned, unfunded, some of which are -- have -- the system have -- has not been determined yet, it's left open because some of them have (inaudible) like the downtown Fort Lauderdale area for the grid system, (inaudible) area, and the Hollywood area.

We're going to be assessing what's on the market as far as (inaudible) signals that would work best for these.

CHAIR COOLMAN: I have a question about this chart, and does anyone else?

I guess I don't -- I shouldn't use the word appalled, but I am, that we're talking about this system not being in place until 2033.

We started four years ago, and I don't know what's taking so long. I'm -- I'm assuming we're putting these fiber optics in to -- to do this.

And I don't know -- my opinion is by the time we finish with everything you're doing, it'll be outdated. I mean, technology changes, so what can we do, if anything, to speed this up, literally cut it in half?

I don't know what we -- whether we don't have enough people, I don't know whether they don't have enough money.

How do you -- I just can't believe we're sitting here today talking about an adaptive traffic control system and we're not going to have it in place until 2033, if we're lucky.

So can you respond to that, please?

MR. AWWAD: Sure. Sure, yeah. I think there are multiple factors here. When the program started, there are some years where significant assessments on what is the best system for our County, given our current systems, what are the best sensors to put out there.

I think there were two phases of these assessments, I think about 15 or so systems (inaudible) systems (inaudible).

And then it -- it -- we started getting into which of these are in state corridors. And in coordinating with the state, they had planned construction projects, so we had to embed these with the state projects, because we could not do any construction, given that there's planning construction on all these roadway segments.

Also there was some -- some -- some effort on the County, the ones that are administered by the County, to get through the procurement as far as sole sourcing those for a system chosen.

So that took some time.

However, we do see the next five years, as far as the funded



segments, good progress -- promising progress, I would say.

Now, as far as the systems being dated, I -- I -- I think the -- these systems have been in place since the late '70s, early '80s, have progressed to a degree, but they rely on three primary elements. It's those (inaudible) and sensor -- sensors out there in the field solving communication and -- and optimization engines and algorithms that are constantly optimizing.

These things sit in the field or decentralized (inaudible) decentralized.

We see any technological advancements being in the area of additional inputs that may supplement what these field sensors, such as (inaudible) vehicle data, (inaudible) data, as (inaudible) algorithms and optimization engines can be scaled up. These systems are capable of being scaled up to match up with -- with advances.

CHAIR COOLMAN: So my request, then, is I would like you to come back to this board and tell us exactly what you've done, how you can make it quicker, and shorten this -- shorten this. If you can.

But at least look at trying to do it in half the time you have up there. Tell us what -- what problem is. Is it money? Is it you don't have enough contractors? There's got to be something. Or is it just the governmental process of having to deal with the feds, the state, and local.

I don't know. But I'd like at least give me some -- come back to us and say, we can or can't do it.

Phil, do you have anything?

MR. ALLEN: Mr. Chairman, you -- you touched on a point there, and I think your last comment was -- perhaps goes to the cycle.

This is governmental agency. And as the governmental agency, it has the tendency as an organization permeates through all kinds of governmental involvement projects, we're afraid of making a mistake.

So we study things to death to try to prevent something going wrong or something breaking.

You know, Elon Musk and Space X have taken a different approach on certain things. They break it, then fix it.

And maybe that's a philosophy that we as an organization could encourage the government to get off your butt and put things in place. We know some of them are going to fail. But a politician doesn't like anything to fail.

We're fortunate that we're not politicians here. We can give that advice. They will have to listen to it.

But it -- all of the projects, whether it's electric buses that the manufacturer goes out -- or goes through bankruptcy, or whether it's fiber optic systems and now we're talking about doing the wireless connections as an alternative. I was involved with procurement in the organization in the days of fiber optics, and, you know, the technology even for fiber optics has been improved since then.

And computers are going to change a lot of things in the future.

But you need to be and your staff need to be encouraged to come forward with things that we know are -- are likely to break but then the next time, we get it right, or the next time after that, we get it right, and pretty soon we've got a space capsule going into space.

So that just -- just a different perspective relative to why things take so long in government.

CHAIR COOLMAN: Anthea?

MS. PENNANT-WALLACE: Well, a couple of things. I mean, one some level I do appreciate you taking the time being good stewards of our tax dollars. And it -- it seemed to me your graph was suggesting that it's not that you're completing everything by 2033. There are phases to it. Am I correct? And you are going to finish the last phase of it in 2024, in 2025, and so on and so forth.

MR. AWWAD: Correct.

MS. PENNANT-WALLACE: Okay. So it's not that the entire project will be done, it's that, you know, there are phases to it and then move it to (inaudible).

But one thing that I am a little curious about, though, is how -- how are you strategizing for the water table?

MR. AWWAD: The water tables?

MS. PENNANT-WALLACE: The water table. You know, they talk about flooding happening, more flooding occurring in the south Florida

region. Have you factored all that?

MR. AWWAD: Not under this -- this program, but I know our Innovation Section is partnering with FAU on some sensors that would detect and actually would (inaudible) mount on some of these intersection overhead structures in key areas to start sending -- you know, sensing flooding and -- and try to come up with alternate plans.

MS. PENNANT-WALLACE: Okay.

MR. AWWAD: But this is not -- not part of this effort.

MS. PENNANT-WALLACE: Thank you (inaudible).

And is the most important (inaudible) underground, the way they're lining it up?

MR. AWWAD: This here?

MS. PENNANT-WALLACE: Yes. (Inaudible.)

MR. AWWAD: Yeah, yeah. This stuff here is actually overhead.

MS. PENNANT-WALLACE: (Inaudible.)

MR. AWWAD: That's a combination of (inaudible) and video --

MS. PENNANT-WALLACE: Right. But the way the wiring is done --

MS. CASSINI: The fiber optics.

MS. PENNANT-WALLACE: -- the fiber optic.

MR. AWWAD: The fiber optic? That is correct. Yeah, this --

MS. PENNANT-WALLACE: Is that underground?

MR. AWWAD: -- underground, yeah.

MS. PENNANT-WALLACE: (Inaudible) flooding issues and how we, you know, make sure we have the right -- the -- the measures in place.

MR. AWWAD: it's a good point, but, yeah, these systems are generally around three feet underground, and the -- what we call the junction boxes or (inaudible) boxes are the key ones that may (inaudible) damage. However, these are set up in a way that the filtration systems that kind of address any standing water and -- and protect the fiber.

It is -- we follow the state's standards to -- and it's meant to prevent (inaudible) water as far as fiber goes.

But the flooding and the drainage and all that, that's kind of the sensing that -- that I was mentioning earlier.

MS. PENNANT-WALLACE: And then one last -- last question.

MR. AWWAD: Yeah.

MS. PENNANT-WALLACE: How -- how do we measure up when compared to other counties or other cities, other places that (inaudible) doing this kind of work in terms of the time frame?

MR. AWWAD: I think by the time we're done, we'll be probably one of the leaders.

There -- there are agencies that have deployed these systems. We have one system that was deployed by the state on Pines Boulevard that has a traffic control system. It was kind of our first attempt at it.

However, the quality of -- of these systems that are going to cover

approximately 300 intersections of our 1470 or so, that's -- that's a large deployment.

Most agencies -- nationwide, I think the number of 300-plus traffic signals is less than five percent deployment under this system.

So by the time we're done, I think we'll definitely be one of the -- have the highest deployments of these systems, one of the highest deployments.

MS. PENNANT-WALLACE: Thank you.

MR. AWWAD: Sure.

CHAIR COOLMAN: Anthea, you bring up an interesting point, and that is maybe what that graphic should show us is what areas are done. In other words, I assume the whole thing doesn't have to be done before you can -- you can have some -- we've been in this three years now.

Maybe we should see a graphic, this area's done, this area's done, this area's done, this area's going to be done.

Because right now, I mean, are there any areas that are done?

MR. AWWAD: Yeah, that was actually the intent of this, to some have some animation to give you a little better illustration.

But in (Inaudible) '24, three corridors (inaudible) would be (inaudible) done. Then you get to 2025, two more. 2026 would be another --

CHAIR COOLMAN: But maybe the thing is bring us back a better graphic that shows what's done and scheduled for when the others are going to be done, so we can at least tell someone who lives somewhere --

MR. AWWAD: Sure. Sure, yeah. I think having the animation would have helped -- helped you all a lot. But (inaudible).

MR. HUI: Yeah, thank you for having me. Perhaps I can just add a couple of things.

And one of the key things that Rasem just mentioned is that we need to do a better job in terms of explaining the situation to everyone.

And -- and I think a couple of points that I want to make is is that, you know, when we went for the program, one of the first things -- couple things that we wanted to do was to emphasize the fiber optic cables and then also the adaptive system.

Once you see the last project that we have on the list being done in 2023, we essentially are going to be completing what we anticipated in terms of the surtax within the first half of the (inaudible) of the program.

And -- and so -- and the thing about it is is that you -- (inaudible) mentioned a really good point. Some of our projects, the ones that Mr. Awwad mentioned, are about 85 percent complete. Construction is 85 percent complete.

The benefits of that you're going to start seeing in the next couple months.

And then what we're going to be able to is -- is going to be showing that, you know, some of these projects are finished first. We can see what's happening, you know, and then we can make adjustments as we go.

So it's not -- we -- we certainly don't want to give the false impression that everything is not going to be done until 2033 when the -- the whole thing doesn't need to -- to work together.

So these are individual segments --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HUI: -- (inaudible). And I think one other thing I want to mention too is that the adaptive traffic signal system is an innovative system. And the technology is still continuing to evolve.

And as we go, we -- we want to make sure that we incorporate the latest hardware and software improvement that the industry sees as we go -- as we go into this.

So I don't believe that we're going to get in a situation where we're getting -- using outdated technology, because I think that's part of the game plan is is that when we broke these up into different phases, we wanted to take a look at what's the most -- what are the areas that could receive the most benefit. Let's do that first. Let's do the next, you know, (inaudible).

So we kind of phased it that way. But the -- one advantage of phasing, especially in the -- especially in the -- in the environment of emerging technology is is that you get to take advantage of what you learn, you know, as we go.

So I think there are multiple advantages along -- you know, along the way that were kind of anticipated, and some of them are not going to be done



until, you know, a later point. But we -- we -- we have to emphasize trying to get that -- get those elements done as early within the overall surtax program as we could.

CHAIR COOLMAN: Thanks, Tony.

So what you're saying is it's really better than that graph. (Inaudible.)

MR. HUI: We think so. We -- we think that -- you know, especially around, you know, some of the projects that we're working with FDOT on University and also on Broward and so forth. We're going to start seeing some of those things, you know, shortly. And -- and we -- of course, all of us wish they were sooner, but I think you'll see it done a little bit shorter.

CHAIR COOLMAN: Look forward to seeing it. Thank you.

MS. PENNANT-WALLACE: All right. Thanks.

MR. ALLEN: And some of those will fail.

UNIDENTIFIED SPEAKER: Yes.

MR. ALLEN: And some of them will be the wrong selection, but people are allowed to make mistakes if you're moving forward at the same time.

MR. AWWAD: And just to expand on Tony's point, (inaudible) system of choice is very scalable and can we operate it with more inputs as these technologies advance.

This slide here is just a quick illustration as to what (inaudible) just to give you some additional understanding of it.

If you look on the far left, that was (inaudible). For example, this (inaudible) construction was intended to be started in 2021. However, (inaudible) the state that ended up having (inaudible) local funding agreement (inaudible) larger scale project that the state is administering for which that construction started last year in 2023 with a projected completion at the (inaudible).

So just a quick illustration that may ultimately help.

(Inaudible) if there are additional questions you have for us.

CHAIR COOLMAN: We probably covered that already.

(Laughter.)

MR. AWWAD: All right. A couple of other updates.

As far as the fiscal year 2025 budget -- budget requests, I want to kind of explain what this is.

This is included in the -- in the 2025 recommended budget. It's approximately \$320,000 that is meant to expand and extend the currently -- the current (inaudible) pilot program we have that was presented to this board a couple of months ago regarding our partnership with the University of Florida.

When that concludes toward the end of this year the idea is to use the -- the knowledge base that we gather from it, the information that we gather from it, and purchase two units that are meant to be rotated between, you know, (inaudible) intersection -- intersections along there and -- and buy

these units, do the assessments and move from one intersection to another, as compared to the current program that basically leveraged current units that are fixed at six intersections.

CHAIR COOLMAN: So this will address some of the issues that we heard at the start of the meeting.

MR. AWWAD: That is correct.

CHAIR COOLMAN: And we're working with who on this?

MR. AWWAD: This will be administered by the Traffic Engineering (inaudible).

CHAIR COOLMAN: Oh, but aren't we working with (inaudible) on this?

MR. AWWAD: So the ongoing part of the program is in partnership with the University (inaudible).

CHAIR COOLMAN: So our -- our 320,000 is all the money or part of the money or there's other in-kind? In other words --

MR. AWWAD: (Inaudible) --

CHAIR COOLMAN: -- this is being supplemented.

MR. AWWAD: -- it's an added supplement not necessarily through the University of Florida, but it's more like (inaudible) purchasing group partnered with others that do decide what we're going to be doing and the location of fiber optics.

CHAIR COOLMAN: Okay. Thank you.

UNIDENTIFIED SPEAKER: (Inaudible) supplemental -- this is supplemental funding. How much has already been committed to that.

MR. AWWAD: Well, the current pilot program is -- I think it was 400,000 (inaudible).

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. AWWAD: \$400,000 (inaudible), including (inaudible).

(Inaudible) pilot, these are some of the valuable improvements we hope these near miss insights will inform us (inaudible) basically low-cost improvements that will hopefully minimize these (inaudible). In this case, there's (inaudible) southbound movement that conflicts with -- with through -- conflicting through movement because they're not basically (inaudible) right of way (inaudible) at the signal (inaudible) notification along with the sign, you know, this can't (inaudible) and really measure that as we're make these improvements.

MS. CASSINI: And I -- I think there was some questions during briefings, so I just wanted to make sure that the whole board benefited from the information that I provided to some of you.

The ongoing pilot project is also acting as match to the Safe Streets and Roads for All collaborative grant effort that we are undertaking with the Broward MPO.

MR. AWWAD: All right. We also wanted to share a grant application we had submitted last month. It's under the US Department of

Transportation Federal Grant Program. This specific program referred to as SMART, or Strengthening Mobility and Revolutionizing Transportation, which is areas of innovation, technology, (inaudible) operations.

The grant program is broken into two stages. Stage one is typically referred to as prototyping and planning.

Stage two would be implementation, with a much higher dollar amount, which would be a scaled up, you know, expense of the project.

It does not require any local matching funds. Always a good thing.

And this -- this particular project, we are targeting a wireless mesh slash network that is more of a point-to-point (inaudible) to eliminate (inaudible) with cellular communication, provide redundancy because it will also hook up to our fiber system, existing and planned.

It will support our safety and operational initiatives.

If successful, (inaudible) will be to expand it further under the -- under (inaudible).

CHAIR COOLMAN: So under (inaudible) 23, we may be able to shorten the timeframe for our signalization system, correct?

MR. AWWAD: Yes, well, the -- the -- I'll just (inaudible) this (inaudible). We are (inaudible) to every single traffic signal in -- in the County right now. So -- but that does not hinder the -- the current progress as far as these adaptive systems.

This will basically allow for a better bandwidth and enhanced network

that provides (inaudible) a lot of fiber cost of construction and so forth. This will help (inaudible).

And with that said, if there are any other questions, I'll be happy to address them.

All right. Thank you all.

## **II MAP BROWARD FY 2025-2029 FIVE-YEAR PUBLIC OUTREACH PLAN**

CHAIR COOLMAN: Gretchen, are we ready for MAP Broward FY '25-29 Five-Year Public Outreach Plan?

MS. CASSINI: Yes, we are. We -- Tashuana Wilson, who is a marketing manager for the Mobility Advancement Program Administration, is going to be talking you through some of the things that we'd like to do in the near term and the long term with respect to public outreach and engagement.

Thanks, Tashuana.

MS. WILSON: Thank you.

Greetings, board members. Glad to be back in front of you again. I'm, like I said, Tashauna Wilson, your marketing manager, and I'm here to present to your our updated five-year outreach plan.

So move to the next slide, please.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. WILSON: So just to give you an overarching summary of what I'm going to talk about today, so this is where it says FY '25 through 2029

Public Outreach Plan. You may recall, at your request when I was here 2020, there was a original five-year outreach plan presented to you also. We're just building upon that. And if you recall from my last presentation in October we just closed that chapter and now I'm here to introduce you to the new one.

So the whole basis of the plan is to continue to build upon our public outreach efforts in relation to our voters, to our audiences.

And for it to be effective, of course, it needs to be a mutually beneficial exchange of messaging and feedback. We pick the messaging, they give us the feedback, and so on and so forth.

So, to that effect, the buzzword you're going to hear from me today is collaboration. And you can feel free to take a sip of your water every time you hear me say it.

The key pictures I want to highlight here are kind of encompassing what we're talking about today.

We had an awesome innovation day with the Broward County Innovation Unit. We've been doing some really cool collaborations with them.

And (inaudible) yes.

(Laughter.)

MS. WILSON: So we have the drone. You see a picture there. Our AR/VR technology (inaudible) experienced last Friday.

And, so, again, just from our collaborative events with our partners. So you see a ribbon cutting with a municipal project that was in the City of Wilton Manors with the attendance of one of our Commissioners, Commissioner Fisher.

We have an event with the signage from the port bypass road project, the groundbreaking in collaboration with Public Works, with City of Fort Lauderdale, with FDOT, with, of course the port, all the cool things happening down there at the County Convention Center.

And (inaudible) we're going to talk a little bit about that today, as you see pictures of some of our energy efficient vehicles with our partners at BCC.

So, moving right along, I will start off with our wins.

So -- just checking my notes here so I don't ramble too much.

We did speak to you last week on our awards, so receiving those three National Association of County awards. It was really good and affirming for the outreach efforts that we've been putting out.

The grass roots efforts is what we're really leading with at the forefront, because we realize that the responses, the input is what the public is always looking for, as you can see today, being heard and showing up and giving that education in real time.

So we plan to continue to build upon that. As you see, we're being creative with it. We've partnered again with our Innovation Unit (inaudible)



team. Congrats to you guys. We're so glad we got to collaborate with you all on that 3D animated video, which, Chair Coolman, I heard you. I've got the video ready for you at the close of my presentation, so you can queue it up again.

But it got Best of Category award amongst our peers with the National Association of County Information Officers.

And with our AR/VR technology, we're developing that as an educational tool, which I'll speak on in a little bit.

We got to acquire our first department drone. We've already taken it out and I've got some cool footage I'm going to show you shortly.

And our events sponsorships we're going to continue to build on. Thank you to the Chair and the Vice Chair for attending (inaudible) event, the Broward Beyond Business Conference. We're so excited to always partner with you guys like that to give us widespan opportunities to speak to those targeted demographics that we want to address. Obviously with our 30 percent (inaudible) speaking to the small business community.

And, last but not least, our digital marketing efforts. I always like to share that with you (inaudible).

It is 2024. We've got to have online presence. We're increasing our followers across the board year over year.

So here are the key points for this round of our five-year outreach plan.

So to increase our program videos in collaboration with our local and regional partners.

We want to heighten, of course, the focus and really narrow in on other target demographics that maybe -- that we've been itching to get to and we could do more targeted efforts for.

And also reactivating our cross functions with our internal as well as our external partners, and I'll talk a little bit more on that.

So this is just some cool video of our drone. Our -- with the hiring of our Public Information Specialist, who I just introduced to you (Inaudible), who's a certified drone pilot, we have been able to take that drone out we acquired and go to projects.

This one is in the Broward Municipal Services District in the Washington Park area. Some footage of one of the projects that is underway. As you see, the cones are out there and we got to connect with Public Works to safely accomplish that.

And we (inaudible) have a calendar (inaudible) doing this for all of our project sites.

And it's an effort to create a robust library of visuals for our public project dashboard so that users, viewers, voters (inaudible) can access it and see the progress of our projects over time on any and every project.

Of course, starting with the ones that are completed already. This is one of many that we'll be using for also our presentations which we've done

several hundred (inaudible) time.

Gretchen's in high demand. We team up and we do our presentations all across the -- the tri-county area and beyond sometimes, to educate folks on what the surtax is doing.

And we're going to continue to do that across our other channels that you see listed (inaudible) there, like our newsletter and our website and so on and so forth.

So moving right along.

So to our target demographics, this is the fun part and exciting part for me, especially because, as (inaudible) I'm glad that we're getting to speak to the school-age ones on a more level that's their language.

So we recently completed our MAP Broward activity book for ages eight and up. And --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. WILSON: Sure. Show that around.

And we got the chance to share that in real time this past weekend. I have a video of that for you guys in a second.

Created that activity book to educate children about the different modes of transportation that they see every day in their commutes to and from school and activities and so on and so forth, and just giving them easy, fun ways to learn about surtax projects.

For the middle school and high school age students, we are thinking

our AR/VR technology is a great way to speak their language, because that is the age range that's into (inaudible) things and using all the apps and such, so bringing those technology equipments to the schools and fun assemblies and (inaudible). Our friends over at BCT already do a cool job of doing that and making transportation into these (inaudible) that the kids can be familiar with and engage with it on a level that they understand.

And we can't forget about our 65 and up community. As you see pictured over to the bottom right there, we were invited by the airport to one of their events earlier this year and we got to engage with several members from that community.

And we want to continue engaging with them in events, going to the care facilities, and providing information on how they can age in place and have that independence and autonomy by using transportation services.

So this is just the video. This past Saturday, we got to go to the City of Sunrise, their back to school splash, which we learned is a growingly -- growing in popularity over the years.

They have (inaudible) out there, thousands of people, (inaudible) and (inaudible), so we'll play that video for you and I'll show a little bit (inaudible).  
(Video plays.)

MS. WILSON: We got to bring out our (inaudible) events and construction hats. We (inaudible) our promotion (inaudible). Our iPads out there for augmented reality experience (inaudible) using transit.

There's multiple modes that we got to (inaudible) connect people to MAP Broward in ways that they can bring home.

(Video ends.)

MS. WILSON: So we're really excited about that and hope to engage in more events like this.

So moving right along to our program branding. So you'll see a lot of pictures here on our signage.

So I affectionately refer to them as our miniature billboards, because they do speak the language of our program in a way that people see all the time.

You guys look at the traffic signs, the adopt a road signs, and it tells the story of what's going on at that particular area.

And so we are hyper focused on telling the story of what's happening with the surtax dollars in real time, because we've got 23, 24 more years of this, so we want to continue opening the doorway of communication in a very tangible way.

So those are just some images. It's going to look different depending on the project, whether it's median landscaping or it's intersection improvement or roadway improvement. We're gearing it to best communicated in the way that not only matches what our goal of communicating our message is, but also on a County level with Public Works, on a municipal level with our municipalities speaking to them in their

aesthetic sometimes, in their -- their way that they like to communicate to their residents.

We're -- you see all those different forms and mediums of signage that we're utilizing to memorialize our projects, at least for the useful life of investment.

So we're working closely with our partners to continue doing that and improving that and improving our branding guidelines, making sure that they're as flexible as possible, also in collaboration with our partners internally over at BCT and Public Works.

Just being context sensitive overall.

And last but not least, I just wanted to tell you all that you can pull your calendars up. I have some events that I would love for you all to attend or just support, engage your communities and your circles of influence about.

The League of Cities has an event next month happening here.

We have our 2024 Municipal Marketing Day, which is my personal favorite, is the second one. It's to speak with the municipalities, our municipal partners, their (inaudible) staffs and those in charge of communicating to the residents, because we know the residents have the first line of trust with them, and we want to leverage those partnerships to communicate and have open forum discussions so we can know how we can best do that and let them know about projects happening in their area.

BMSD, there's a (inaudible) event October 19<sup>th</sup>.

And another one I really want to call out is our plan to pursue opportunities of creating interactive spaces.

So like I told you with the AR and VR technology we got, we've had previous conversations with the Museum of Discovery and Science and thinking of ways to create an interactive space that people can learn about the surtax there in a fun learning facility or over at Junior Achievement in the same way. Creating those physical spaces to -- to -- to help widen that form of engagement.

And we would love to do the Innovation Day again with (Inaudible) and the Innovation Unit as well as sponsor large-scale events like OESBD's Community Conference.

So (inaudible).

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ALLEN: You're -- back to the other slide --

MS. WILSON: Yes.

MR. ALLEN: -- talking about the continuing opportunities.

MS. WILSON: Uh-huh.

MR. ALLEN: What, in your view, is (inaudible) -- I mean, it does seem those two particular activities, Junior Achievement and (Inaudible) seem to be logical, you know, hits.

MS. WILSON: Uh-huh.

MR. ALLEN: What's preventing them from just going (inaudible)?

MS. WILSON: Well --

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: Sure.

MS. CASSINI: So some of it is space. Some of it is money. Some of it is --

MR. ALLEN: Well, we're going to --

MS. CASSINI: -- (inaudible) --

MR. ALLEN: -- we've got money.

MS. CASSINI: Well --

MR. ALLEN: We've got money that (inaudible) throw at it.

MS. CASSINI: So arguably, you have money to throw at it. But there are also resources, Phil, that are very important. You want to make sure that you have people on site, especially if you are engaging small children, families, which is obviously the target demographic within those two spaces.

So meeting -- you know, we only have two people and needing to have at least people, possibly more, on site for long periods of time is just something from a resource perspective that we have to balance.

And -- and, you know, both of those facilities, when we've spoken to them, have indicated they'd like permanent installations. That requires a permanent level of resource.

And constantly being able to go in and clean the products and secure them and make sure that they're being utilized properly is -- it's time -- it's



time and level of effort intensive.

So that's -- that's really what we're evaluating right now, how we -- how we can do it maybe once a week, if we can share a facility with another partner that's going to be there.

So that's -- that's really what -- what is the challenge.

MR. ALLEN: Thank you.

MS. WILSON: Okay. So here is the Best in Category award-winning 3d animation we did with our partners in the Innovation Unit.

(Video plays.)

UNIDENTIFIED SPEAKER: The Mobility Advancement Program brought to you by the penny for transportation.

It's a 30-year projects of projects intended to transform the mobility landscape (inaudible).

One of its major goals is to manage traffic congestion using innovative solutions.

Adaptive traffic signal control and traffic management strategies offer safer, more responsive systems.

Active traffic management occurs at the traffic management center where County and state engineers work side by side monitoring our roadways.

Installing fiber optic cables where none existed helps to create a backbone for many innovative signal strategies.

Traffic control cabinets across the County are being upgraded with the latest technology.

The fiber optic cables typically run under or beside a roadway, and use (inaudible) and light to transmit large amounts of transportation data at extremely high speeds.

The transfer occurs so fast it's almost instantaneous, improving system performance (inaudible).

Fiber allows for better communications from signalized traffic intersections for a safer, more efficient experience for all users.

Using specialized cameras, larger portions of intersections can be analyzed by (inaudible) algorithms.

For those who drive, connected vehicle technology (inaudible) the amount of time to the next red or green signal, helping you manage your commute.

So how else are we (inaudible)? At the traffic management center, video live feeds from all across the County provide information to ensure appropriate instant response.

The TMC also contains (inaudible) technology that allows buses to get priority. Lights stay green longer, or red lights get shorter to help our transit system stay on schedule.

Innovative technologies detect objects at our intersections, allowing for a safer experience for everyone, no matter how you move around.

So now you know about some of the investments Broward County is making that you can't necessarily see, whether under the ground or in traffic signals, to help make your community safer, more connected, resilient, and hopefully less congested.

To learn more, visit [mapbroward.broward.org](http://mapbroward.broward.org) and stay connected with us on social media.

Look for MAP Broward projects near you. When you see a traffic signal (inaudible) go light, you know that your tax dollars are at work. But now you know that even when you might not be able to see it, Broward County is hard at work investing in the future of mobility.

(Video ends.)

(Applause.)

MS. WILSON: Thank you again. We hope we did you guys proud (inaudible). We just wanted to better communicate, at your request, the fiber optic signal projects that we have going on.

So this is our creative way of doing so.

So I am going to open up the floor now for questions.

And I also want to solicit your input, take this opportunity for you all if you have any and you want to communicate to us on what you want to see in regards to telling the story of what the surtax (inaudible).

CHAIR COOLMAN: Any questions?

I have a comment. First of all, I think it's excellent what we're doing. I

think we can do more.

UNIDENTIFIED SPEAKER: Yes.

CHAIR COOLMAN: I love the branding signs. I (inaudible) about we're going to be branding on our buses with our stuff rather than others. (Inaudible) this board I think (inaudible).

My question or comment, should -- we seem to be addressing like the universe, which is fine. Different groups here or there, individuals and stuff.

I have a question whether we should be doing anything -- or maybe we are and I just don't know it -- more direct with the cities, whether it's City Commissions, such as trying to bring the cities to -- especially the Commissioners, up to speed as to what's really going on out there (inaudible) communication.

So I don't know if we're doing anything, but I'd like to hear about that.

MS. CASSINI: It's a very fair point. Thank you, Mr. Chair.

I'm going to start, and please feel free to jump in on the (inaudible).

So at the elected official level, we agree that there is sometimes a disconnect.

And one of the ways that I'm trying to address that is through this League of Cities surtax engagement event that's scheduled for the 20<sup>th</sup>.

So in speaking with the Executive Director of the Broward League of Cities, she wholeheartedly agreed that this is an area that her membership is extremely interested in and doesn't necessarily receive consistent

information about.

I do go out at the request of municipalities and make presentations frequently.

I do go to the MPO at least (inaudible) a year, usually more and make presentations.

But having everyone in the room, having elected officials here in the room, able to communicate, ask questions, talk to each other, we're still working on the agenda but we anticipate that we're going to be soliciting their feedback as well, almost through a focus group type process and also teaching every one of the folks that attend that day how to use our public dashboard, where they can find specific information about the surtax investments in their municipalities.

That's -- that's a tool that they can use when they're out doing constituent work. It's a value add to them.

But there's also a lot of work that we're doing at the municipal staff level as part of the surtax grants. It's part of that marketing day that Tashauna was just mentioning.

MS. WILSON: Yeah, I can speak to the last one we did when I first joined the team.

We got to collaborate as -- in that time, in that first leg of our first five-year outreach plan, it was all about raising awareness of the surtax. (Inaudible) 30-year program, here's the equipment, the tools. We had USBs

filled with our logos, with municipal projects, imagery, (inaudible) photos.

We also had members from app services that the municipalities use, like Next Door, so that they can ask the question and have an exchange of feedback for how to better speak to their residents, not only on our (inaudible) but on -- as a whole.

So we're all about sitting with them.

And we were at the traffic management center, so we got to show them in real time on the display screens that you saw in the video what the visuals are going (inaudible) for those projects in their cities.

And we exchange the information so that we can continuously update them. We use our resources and we make sure that they're all in our contact list. I mail them directly whenever we have a new resource out. And we first launched our public dashboard, I'm distributing it to them as they are the ones who have that access point to their elected officials.

And we always invite -- the door's always open to invite them to come and engage with us in any local (inaudible) meeting, our municipal contract administrators go out. So the City Hall meetings. I come with them as well to just answer questions specific to certain projects or certain things going on in the program as a whole.

So we keep ourselves readily available for them.

MS. CASSINI: I -- I think one of the other pieces about initial (inaudible) that was so valuable and that I got so much positive feedback

about that we would like to do more frequently is we're pretty passionate about grass roots engagement and the effectiveness thereof.

And we brought in a panel of individuals that specialize in multicultural communication. And, you know, we also try to target the municipalities that have a lot of different languages that are spoken, and hard to reach communities, and help them strategize about how to do effective grass roots communication about the surtax program.

We translate all of our materials into the four most commonly spoken language and read languages so that it -- it's helpful for the cities to be able to reach their residents in a way that's meaningful to them.

CHAIR COOLMAN: Thank you. And thank you for all you do -- you're doing. I'm glad I asked the question and gave you the opportunity to let us all know what's going on out there.

Thank you very much.

MS. WILSON: Thank you.

MS. PENNANT-WALLACE: Thank you.

(Applause.)

UNIDENTIFIED SPEAKER: Good job.

## **REGULAR AGENDA**

### **1 MOTION TO APPROVE MINUTES OF THE MAY 20, 2024 OVERSIGHT BOARD MEETING**

CHAIR COOLMAN: I believe we're ready for the Regular -- I believe

we're ready for the Regular Agenda.

MS. CASSINI: That is correct, Mr. Chair.

CHAIR COOLMAN: (Inaudible.) I would like to entertain a motion to approve the minutes of May 10<sup>th</sup> Oversight Board meeting.

UNIDENTIFIED SPEAKER: So moved.

CHAIR COOLMAN: Second?

UNIDENTIFIED SPEAKER: Second.

CHAIR COOLMAN: All in favor say aye.

Any opposed?

Thank you.

**VOTE PASSES UNANIMOUSLY.**

**2 MOTION TO APPROVE AS STATUTORILY ELIGIBLE (SEC. 212.055(1)(D), F.S.) THE PROPOSED PROJECTS AND EXPENDITURES IN VARIOUS CATEGORIES FOR FY 2025:**

- A. BROWARD COUNTY TRANSPORTATION DEPARTMENT**
- B. BROWARD COUNTY PUBLIC WORKS DEPARTMENT**
- C. MUNICIPAL SURTAX PROGRAM (PROJECTS)**
- D. MAP ADMINISTRATION**

CHAIR COOLMAN: Number 2, Motion to Approve as Statutorily Eligible the Proposed Projects and Expenditures in Various Categories for FY 2025.

There are four areas I need a motion on, right? And we turn to the



attorney first?

MR. KLITSBERG: Again, all of these items that are in 2, 2A through D, can be taken on a -- a single motion to approve them.

Again, the board is reviewing -- is -- is making a determination as to statutory eligibility.

All the projects have been reviewed by the Office of the County Attorney.

All fit within the categories that are provided for under Chapter 212.

So our opinion is that all of the projects are statutorily eligible for surtax money.

CHAIR COOLMAN: So we're to make a motion to approve that, correct?

MR. KLITSBERG: You can make a motion to approve as statutorily eligible all of the projects as identified in Items -- Sub-items A through D.

CHAIR COOLMAN: And that's (inaudible)? Is that for A, B, C, and D, or A?

MR. KLITSBERG: I would defer to --

MS. CASSINI: It's for A --

MR. KLITSBERG: -- (inaudible).

MS. CASSINI: -- B, C, and D, but we provided the specific categories that are -- show up in the County's recommended budget book just for complete clarity and transparency. For those people who might then look at

the County's budget book to see what exactly is in A, B, C, and D, we just put it there for you.

In addition, at the request of Oversight Board member Erdal Donmez, you do have additional materials in your binders that shows the comparison between this year's recommended budget and last year's recommended budget in very similar categories, although you will see there are two categories that are not listed this year.

And those are related to the Broward County Aviation Department's requests for the automated people mover and the Intermodal Center.

CHAIR COOLMAN: Do we have -- Anthea, you have your light on.

MS. PENNANT-WALLACE: Oh, I'm so sorry.

CHAIR COOLMAN: Do we have any other comments or questions before we call the question.

MR. DONMEZ: Why -- why is Aviation not on here?

MS. CASSINI: The request was to show a comparison between what was the FY 2025 in total versus the categories this year in total, and that's what we provided.

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: Does that answer your question?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. DONMEZ: Is that because the projects aren't moving as quickly as we thought?

MS. CASSINI: No, it's because they didn't request any additional funding in the fiscal year 2025 budget from the surtax.

MR. DONMEZ: (Inaudible) additional information on, you know, line item expenditures (inaudible) this year and I asked staff to provide same line items for the existing years to show, you know, the change. Usually it's a much higher, you know, number. And in this case, it's almost half of what -- what it was last year.

And it helps the public to compare and see where we were allocating monies and -- and where we are in the program.

Thank you for being able to do that.

MS. CASSINI: Absolutely.

And for the members of the public that don't have access to that right now, it will be posted as additional material to the website later today.

CHAIR COOLMAN: I have a question. Since the -- the number is (inaudible) you said half of what it was the previous year, this says eligible. Were there a lot of projects that were deemed ineligible (inaudible)? So that's -- that's good news (inaudible). We're slowing down what we're spending, I guess, right?

MR. KLITSBERG: I will defer to the people that are actually spending it to talk about that particular issue.

But in terms of the projects that were requested to be reviewed for statutory eligibility, there were very few this year, extraordinary few on the

municipal side, and very, very few on the --

CHAIR COOLMAN: (Inaudible.)

MR. KLITSBERG: -- County side that were not at least partially if not completely statutorily eligible.

MS. CASSINI: Nathaniel? (Inaudible.)

MR. KLITSBERG: Oh, sorry.

MS. CASSINI: I can't hear you -- I can't hear you on the feed.

MR. KLITSBERG: That's always a good thing, actually.

CHAIR COOLMAN: If there's no other comments --

(Laughter.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: -- we need a motion to approve.

MR. FRAZIER: So moved, Mr. Chair.

UNIDENTIFIED SPEAKER: And seconded.

CHAIR COOLMAN: All in favor say aye.

Any opposed?

Motion passes.

Thank you.

**VOTE PASSES UNANIMOUSLY.**

MS. CASSINI: I apologize, Mr. Chair. I'm not sure if -- did you want to capture Alejandro Munoz's votes on those last two items?

MR. KLITSBERG: Yes, that would be fine.

MS. CASSINI: Yes. Okay. If Alejandro can speak. I know he is participating on Zoom.

Alejandro, are you able to unmute yourself and let us know what your votes would have been on Action Items 1 and 2, please?

And if you're not able to speak, you can just let us know in the chat, and we'll make sure that it gets reported.

CHAIR COOLMAN: Yeah, let us know for the record, because -- I guess it doesn't have to be unanimous, does it? All right.

**PRESENTATION OF FIVE-YEAR PLANS, 2026-2029**

**3. MOTION TO APPROVE AS STATUTORILY ELIGIBLE THE PROPOSED PROJECTS AND EXPENDITURES FOR FIVE-YEAR PLANS 2026-2029, CONSISTENT WITH 31 ½ - 75(h)(3) OF THE BROWARD COUNTY CODE OF ORDINANCES:**

**A. BROWARD COUNTY TRANSPORTATION DEPARTMENT**

CHAIR COOLMAN: Moving on, presentation of the fiscal year plans 2026 to 2029.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: Gretchen, I assume we're going to go through A, B, and C independently? We're doing Broward County Transportation Department first.

MS. CASSINI: Yes.

CHAIR COOLMAN: Public Works second, municipal third? Thank

you.

MS. CASSINI: Correct.

CHAIR COOLMAN: Broward County Transportation. Please introduce yourself.

MS. LONERGAN: Good morning.

CHAIR COOLMAN: Good morning.

MS. LONERGAN: I'm really glad to be here today. And joining me at the table are Paul Strobis, who manages our contract operations (inaudible) paratransit, as well as Tim Garling, who's the Deputy General Manager for our Transit.

And today, I'm really excited to bring to you our five-year look ahead.

We -- we presented previously the -- you know, our accomplishments from last year and we looked at 2025.

But this truly is about the future. Where are we going as an organization and what we're going deliver in the next five years and the -- and the resources that we need to do so.

I will have to say that as I was listening to the public information presentation, it -- I was very encouraged by the fact that we are reaching out to the markets that we've targeted so far, youth being our -- our future, right? That -- that's who's going to be riding us in the next, you know, 15, 20, 30 years.

So it's -- it's good to get in front of that early on so that we can, you

know, get that -- that natural rider base ready to go.

And I also personally took lots of sips of my coffee as they talked about all the collaboration that we're doing.

Okay. So today, we are going to share with you our -- a couple of things today that we're going to go through.

So first of all, we are going to give you an overview of our five-year proposal, our PREMO five-year plan. We're going to talk a little bit about our vehicles and equipment, transit infrastructure, the community shuttle program, and then talk about sort of planning activities as well as the performance management strategies that we have planned ahead, as well as the -- you know, the open discussion.

So the first area to talk about is our -- you know, the highlights of our five-year program.

So what we're talking about here are our light rail, so the PREMO projects first.

And, you know, I did cover some of this at our last meeting, so it's going to feel a little repetitive. But, you know, sometimes even though we may cover something, there may be something new that you hear in the presentation that is -- is salient enough to kind of resonate.

And then we also have folks that, you know, weren't here during that first meeting that -- that may be interested in hearing more.

So the PREMO projects that we're going to cover today run from our

light rail projects down to our bus rapid transit.

And then, as we move forward, we're also going to talk about our paratransit vehicles. As you can see from the slide, we're looking at adding 304 new paratransit vehicles for our fleet, adding 225 new bus shelters, looking at 94 new low emission vehicles, and propulsion infrastructure and equipment, an intermodal transfer center, and our TEP and comprehensive operational plan.

Starting off with our transit -- our five-year sort of (inaudible) capital program, just want to kind of give you the high-level overview of all the things I just talked about.

So transitways, which includes our LRT, light rail transit, bus rapid transit, transit in general, which is our fixed route bus service, transit infrastructure, and commuter rail, we're looking at a capital investment over the next five years of roughly 2.09 billion dollars.

And overall, we're looking at our first -- the first five-year capital surtax being about 1.1 billion.

UNIDENTIFIED SPEAKER: Yeah.

MS. LONERGAN: So there's a typo here. And none of that made sense to me, so I apologize. It should be billion. That's why I was hesitant a little bit. So we'll fix that and get that updated appropriately.

But at any rate, that is a look ahead.

So not only are we talking about a commitment of 1.1 (inaudible)



dollars from surtax funds, we're also having non-local total fund coming in at 985,000,000 to support that.

CHAIR COOLMAN: Where is that 981 coming from?

MS. LONERGAN: That is coming from a combination -- and I'm going to have Tim help me out also with this -- of anticipated grant funds from the Florida Department of Transportation, the Federal Transit Administration, and is there anyone that I missed in there?

MR. GARLING: No.

MS. LONERGAN: No? Okay.

CHAIR COOLMAN: Now, are those funds coming in because we have the matching on the other side?

MS. LONERGAN: Yes. Yes, sir.

CHAIR COOLMAN: Thank you.

(Inaudible) formula money?

MS. LONERGAN: And we do have a little bit of formula money in there as well.

But for the discretionary funds in particular, they -- we are at a higher likelihood of success in getting supporting matching funds when we have big local funds associated with it --

CHAIR COOLMAN: That --

MS. LONERGAN: -- dedicated through the surtax.

CHAIR COOLMAN: -- that's almost doubling your money.

MS. LONERGAN: It's very essential that we have the surtax money.

And as we look ahead through the next 15 years of all the transit projects that we'd like to deliver, you know that we've already talked about a 25/25/50 percent match, right? 25 coming locally from us, 25 coming from the state, and 50 percent coming from the federal government.

It's a known fact that communities that come forward with a stronger local match for discretionary funding, they're more successful in their grant applications.

Now, there's a lot of other factors that go into being successful with your grant applications outside of the funding formulas that you present in your economic plan.

But the project has to make sense, it has to work, you have to be able to pay for it for a long period of time.

They want to see that you're not opening something that you can't afford to pay for once it's open.

They want to look at your staffing resources to make sure that you not only can deliver on the project, that you can also deliver on the operations.

So there's a lot of factors that go into that.

You have to get your environmental clearance.

But, again, I would like to reiterate that we're so grateful for the surtax funding, this board, and everybody else that has supported, you know, us being able to do what we're doing. We would not be as successful.

And since we -- and I just want to go on the record also saying that, you know, we talked about the last time that we were together, we got a \$25,000,000 discretionary grant from the FTA. This is the largest discretionary grant that we've had in the history of our -- of our organization.

We were -- there were 400 applicants across the country that applied for that grant funding. We were one of about 117 agencies that were successful in that application.

Again, our local match matters.

So thank you for that question.

Okay. So the next area that we'll cover is the transitways. And overall, from a surtax perspective, we're looking for about \$617,000,000 for our light rail and bus rapid transit projects.

The local (inaudible) match is 981,000,000, you know, must under a billion, for a total investment of 1.5 billion.

As a reminder, the first phase, which is the pink in the graphic in front of you, represents our light rail project.

The initial project is 3.5 miles. It connects the airport, seaport, Convention Center.

Earlier, there was a question about resiliency. And I just want to mention that one of the reasons that's we're elevating our infrastructure for this particular project is for us to be mindful of resiliency here.

And so that is going to again connect the major economic centers in

our -- in our portfolio here in Broward County.

We're really excited about it because we are on the street right now with an RFP, so we're in production for our -- our project development and environmental work that has to be done in advance of any federal funding that we can be eligible for.

This project puts us in what's called -- the category of the grant is the category that we're likely to pursue for this -- the funding on this project from the federal government.

It is likely going to be a New Starts application. What that means is we can get up to about a 90 percent allocation from the federal government if -- you know, as part of our grant application.

Now, we can, but we're probably going to have the best grant strategy at the end of the day if we want to be competitive with the rest of the country that's also going after these very important funds.

MR. ALLEN: Mr. Chairman?

MS. LONERGAN: (Inaudible.)

MR. ALLEN: Mr. Chairman? What's the timeline on completing the environmental study?

MS. LONERGAN: So we're looking at the RFP, the -- the proposals being in this month. A -- a project start date, NTP sometime, hopefully, in the fall of this year, early winter.

And then two years, depending on the environmental level that we're -

- we're required to pursue.

If I repeat myself, I'm sorry. But there are three levels we would be required to consider.

Categorical exemption, a (inaudible) exclusion, a -- an environmental assessment or an environmental impact statement.

They all have their own respective timelines in terms of how long it takes to get through those.

Traditionally, the CE is the fastest to do. The EIS is more -- is a lot more onerous and requires a lot more activity.

And we don't know where we're going to fit yet, so we can be anywhere between an environmental assessment or an EIS. We likely will not be a categorical exemption, a CE.

The commuter rail project which we -- just to tie this together -- we went into that process assuming that we would be eligible for a categorical exemption because our colleagues in Miami did get that.

We were required to do an environmental assessment based on some of the accident history on the corridor that wasn't -- that data wasn't readily available, I guess, when the Miami team went after their designation.

So I (inaudible) that question --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: -- I know, I got -- I went around the bend a little bit on that one.

So anywhere between a year or two, and that just depends on where we fall with our environmental work of those three categories.

MR. ALLEN: Does that mean that you're not -- you're not pushing for an exemption?

MS. LONERGAN: We -- we would not. We don't think we'll be eligible for an exemption at this point.

The --

MR. ALLEN: Well, the right -- the right of way was already analyzed --

MS. LONERGAN: Yeah.

MR. ALLEN: -- many years ago. And --

MS. LONERGAN: We did --

MR. ALLEN: -- it was -- the only reason that the environmental approval was not granted at that point in time was that the feds changed the process and required that you have funding available in order to complete the study.

MS. LONERGAN: Uh-huh.

MR. ALLEN: Of course, at that point in time, there was not surtax money available. Therefore, that environmental died on the vine for lack of money.

MS. LONERGAN: Right.

MR. ALLEN: Now that you've got the money, it would seem to me you could go back to that original study, just update that original study, and apply

for an exemption.

MS. LONERGAN: So we will use the data from -- we will look -- the -- we will look at past studies as part of the analysis of this process.

We are using a 20 -- you know, we're using the current environmental requirements that we're -- we're following. And I don't know where that will lead us in terms of those three categories at this point in time.

There is new information that we have to look at, there's new travel patterns, there's new noise issues, there -- there could be other things that are very different in today's environment that we still have to account for.

Interestingly, when the Brightline team did their environmental impact statement to be able to build out the environmental -- I'm sorry -- build out the Brightline project, they did their own environmental impact statement on that.

And we still have to do an EA on our portion of the commuter rail project.

So it's just we're just being more current and responsive to today's environment, which is what the regulatory agencies want to be -- make sure that you are up to date with that.

MR. ALLEN: And -- and the consulting contract is up? Is it opened yet, or is it -- I mean --

MS. LONERGAN: It is. So it is still open. We are currently under a cone of silence in terms of what we can talk about at this point.

There's a lot of public information that is available on it.

But we did -- it is open to people who are interested in applying for it, firms.

I -- I -- I would love to share also, during the -- the accomplishments last year, we kind of glossed over this, but we spent a lot of time doing a lot of outreach in the consulting community to raise awareness about this project.

We started last -- early this year, the end of last year with industry days, tours, all kinds of ways to engage and encourage the consulting community to be prepared and ready for this -- this RFP.

So I'm hopeful that we will have a variety of options in terms of -- of responses to this particular solicitation.

MR. ALLEN: So once that is closed off and -- and the bids are in -- not bids, per se, but the proposals are in, then staff or the County will look at choosing the best of those firms.

MS. LONERGAN: Yes, sir.

MR. ALLEN: And will then go forward to the Board. That's, what, six-month process?

MS. LONERGAN: Yeah. Six months, four months --

MR. ALLEN: That's too optimistic.

MS. LONERGAN: -- four to six. And that assumes that there's no challenges to the process in there.

CHAIR COOLMAN: Debbie?



MS. MADDEN: Oh, yeah. I just had a question.

In looking over the scope of the projects, you mentioned categorical exclusion, EA, EIS. Can you give us any comfort that this is unlikely to be an EIS? Like, is there -- so how -- how are the consultants scoping it? You know, what are the issues that could cause it to trip from an EA to and EIS? Because it seems like EA, you know, territory.

MS. LONERGAN: Yeah. I -- I don't know -- well, so you have to do -- the first phase of it that's one of the first steps that's part of the process is to look at the past usage of the property that the -- that the asset is going to be located on.

And sometimes when you do that, it triggers additional investigations which would push you over the edge to an EIS.

So we -- that's part of that equation.

I don't know. Honestly, Debbie, if I could tell you, sit here right now, an EA, I would. I don't know. And I -- I know that we will do our due diligence to -- to -- to -- to meet the requirements.

It's -- it's up to the FTA to then say you're -- you -- you're an EA or you're EIS. That's, you know, their call.

And then we go after whatever requirements that they've established for us.

MS. PENNANT-WALLACE: I have a question. Could you explain the categorical assessment?

MS. LONERGAN: Yeah. So, that one is a little easier. There's a series of questions that you answer. And once you answer those questions and you do -- there's some due diligence that you have to do, you can submit a quick report of that to the FTA. And if they agree that, you know, this is appropriate for a categorical exclusion, you can basically get that.

But it is an iterative process. So it's not like we sit here, we do our work, and we all communicate with the FTA. It's you're communicating throughout the process to make sure that you're tracking with what they anticipate the -- the -- what they are going to likely approve or not approve in terms of the destinations.

MS. PENNANT-WALLACE: So I have to tell you, one of the questions that is always concerning to me is, you know, we're spending a lot of this money to do these assessments, but how are we engaging the broader community in terms of where this light rail will go --

MS. LONERGAN: Sure.

MS. PENNANT-WALLACE: -- (inaudible).

MS. LONERGAN: I'm glad you asked that question. And this is one of the amazing outcomes of the NEPA process, the National Environmental Protection Act process.

One of the reasons why we have to do this NEPA piece is because of the fact that some of the projects of yesteryear, they did not engage the community and they did some property taking for -- I don't want to say

property taking, but eminent domain actions that were very harmful to certain communities, right?

And -- and -- and then the -- the -- the people that were impacted weren't aware of the project, they were not aware of where the project was going. There were a lot of unfortunate things that happened.

And in -- in this -- in the equity space, it was -- it was particularly impactful.

So there is a very robust public engagement expectation that you have to meet during your NEPA activities so that you can communicate with the public and make sure that everyone that -- potential stakeholders are well aware of the project and what is happening.

We've been doing that with the commuter rail project. We did it as part of the systemwide study that -- and -- and we were outside of the NEPA process during that point. We did that as part of the NEPA -- I'm sorry -- as part of a systemwide study that produced the PREMO plan.

So there -- we are going to be intentional about communicating with the public, not only because we have to per the NEPA requirements, because we want to as well.

MS. PENNANT-WALLACE: Yes. You know, my concern is how it impacts property value for places where your plan is to put this light rail. I'm really curious about that.

MS. LONERGAN: Okay. And I will tell you, this first leg is within

County property. So it's going to go from the airport/seaport connections that are -- and all of that is within County property limits, which puts us in a very favorable position when it comes to, you know, actually being able to deliver this with -- with minimal -- well, I won't say minimal objections, but -- there could be some, but they're not as significant as if we were starting with a new alignment and we had to procure the property and that spectrum.

MS. PENNANT-WALLACE: Uh-huh. (Inaudible.)

MS. LONERGAN: Oh, yeah. So it eventually goes --

MS. PENNANT-WALLACE: (Inaudible.)

MS. LONERGAN: -- yes, it does. Yes, ma'am. I'm sorry. Yes. It does eventually go west. It goes to Sawgrass Mills Mall. For the five-year program -- I'm sorry -- we're only talking about the first 3.5 miles.

MS. PENNANT-WALLACE: Okay. All right. Thank you.

MS. LONERGAN: You're welcome.

Okay. The next project is -- so this is -- is rather costly. And for this first phase of the project, from a surtax perspective, we're looking at an investment of roughly \$300,000,000. We're anticipating the overall project cost to be 1.3 billion.

And I really want to stress it's really important for us to be successful in the grant application on this one because it is such a significant investment.

Okay. For the Oakland Park Boulevard, so this one we talked about

previously. This project connects our Oakland Park (inaudible) there's a bus driver transit lane. It travels along Oakland Park Boulevard. It connects pretty much A-1-A --

UNIDENTIFIED SPEAKER: Feeling better?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: -- (inaudible) area all the way out to Sawgrass Mills Mall. And we're looking at stations being about a mile apart there.

And, where we can, we're hopeful to have exclusive traffic lanes, and we'll have stations, as I mentioned, that are about a mile apart with level boarding so that people can get on and off the bus rapid transit as quickly as possible.

The investment in this first five years of that project, we're looking at 266,000,000 and -- and the -- this is one of the projects that's a hundred percent funded by surtax.

CHAIR COOLMAN: Coree, is there a bus route on Oakland Park Boulevard?

MS. LONERGAN: There is.

CHAIR COOLMAN: So what's the difference?

MS. LONERGAN: Good question.

CHAIR COOLMAN: Going to be.

MS. LONERGAN: (Inaudible) going to be. I love this question. Thank you.

So what is different is that in a traditional bus route, you stop -- you have local stops. So you're basically stopping almost every corner where there's a bus sign.

With bus rapid transit, you're going to be stopping every mile. And you're going to have a platform, versus trying to get on the bus from a curb, that affords level boarding so that it's faster to board than when it -- when you're getting on a --

CHAIR COOLMAN: So what happens to the local bus?

MS. LONERGAN: So the local bus, our -- our plan right now is to keep both in place so that we don't leave anybody behind.

You know, there are going to be people who want to do that full through (inaudible), right? You just want to go from end to end and they don't want to stop in between.

But there are also going to be people that are going to still want to, you know, do that local -- what we call in the industry local stops.

CHAIR COOLMAN: (Inaudible.)

MS. PENNANT-WALLACE: I have a question. As we're talking about all these projects, I mean, I -- I can't help but remember what our citizen's comment was earlier in terms of measurable metrics.

How are we tracking that as we're (inaudible) connecting those (inaudible) to make sure it's really making an impact respective to what the penny tax was intended to do?

MS. LONERGAN: So, again, if you could hold that thought for -- I've got a slide to cover that.

MS. PENNANT-WALLACE: Okay.

MS. LONERGAN: (Inaudible) and then Gretchen and I can talk a little bit about that, too. Just hold that thought, please.

Okay. So this is 444/State Road 7 corridor. This also is a bus rapid transit line. Very similar to what I just talked about, you know, those mile apart stations, level boarding.

It will be supplemented with high frequency bus service. That little circle shows where it is.

And, you know, we show these pictures to illustrate some of the activity that happens along this line, some of the nightlife that's there, some of the workers that would likely be using it.

And so we're pretty excited about this project.

And we're looking for a -- about a \$14,000,000 investment in planning and design.

And so, as you can see on this slide, this one is also -- this initial phase is also a hundred percent surtax-driven.

The next one, and last one for our BRT service, is the Powerline Road. And the Powerline Road is a little shorter. It's not (inaudible) miles that you see with the other ones, but it's about 10.5 miles.

We have about ten (inaudible) stations. Where we can, we're still

looking at exclusive traffic lanes.

(Inaudible.) At the end of the day, the conversion that we're going to have to make for people to get out of their cars and onto our system is going to be, admittedly, in this car culture community, going to be a challenge for us, right? And we understand that.

But as we move forward with the project, it's -- it's important that the bus rapid transit have a way to have an advantage over the car.

And way to have that advantage is for it to be moving as cars are not.

So -- so that's one of the reasons why we're looking at the exclusive traffic lanes as well as preemptive traffic signals that gives the bus the priority to move faster than the cars are moving.

And the last -- and so this is for this five-year period, we're (inaudible) about 8.2 surtax dollar investment, and this is also just surtax funding for this (inaudible).

The last project on here is one of the ones that has the -- been a topic of conversation for some time. (Inaudible) understand this has been studied for (inaudible).

But we are no longer studying. We are moving forward.

So having said that, we just completed the NEPA phase for this project, the -- the analysis phase.

We are now in the public comment period. And that's going to close I believe August 21<sup>st</sup>.



And this is the time for the public to take a look at the project, take a look at our environmental analysis, give us feedback on it.

After that, the FTA will take a look at the entire analysis and that public feedback.

And it is our hope they will issue our finding of no significant impact.

That is scheduled to occur late September, early in -- or October for that to occur.

Once we get that, we are now eligible to apply for federal funding support on this project.

And this is the one where we've been working very closely with Miami-Dade. They are building five stations to the south of us. This one will connect Fort Lauderdale to Miami-Dade.

And we also are looking to the north to connect with Palm County and continuing our service more through the County.

CHAIR COOLMAN: But there's a bridge in between.

MS. LONERGAN: And there is a crossing in between, yes, sir.

This project, we're looking for -- from the -- the next five-year period, 4.5 million dollars for -- for that effort.

The next one is vehicles and equipment. And just as a high level overview, we're looking at two point -- two -- \$218,000,000. 147 for fixed bus routes, 430,000,000 for paratransit vehicles, and 23 -- or 28,000,000 for our planning studies, for an overall total as of 218,000,000. That's our budget

recommendation.

And so starting --

CHAIR COOLMAN: Can you go back one?

MS. LONERGAN: Sure.

CHAIR COOLMAN: I -- I have a -- I look at this 28.4 million, which is (inaudible) percent of the cost? It's just (inaudible)? I mean, what -- what -- that's a lot of money. What -- what -- who are we hiring?

UNIDENTIFIED SPEAKER: Very expensive (inaudible).

CHAIR COOLMAN: I know. I mean, what -- 20 percent of the (inaudible), I mean, that's a -- that's a big percentage to plan something (inaudible). I -- I have a problem with that.

MS. LONERGAN: I understand. I have a little bit more detail on that coming up.

CHAIR COOLMAN: Please.

MS. LONERGAN: Sure. Okay. So for the paratransit service, we're looking at \$39,000,000 for the --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: Sorry. Okay. Sorry.

So, for the -- this is for initial investment for the electric buses. And so, you know, we had a conversation about that before at our last meeting. And that is -- is right now -- as we talked about, is an area of opportunity.

We are aware of some reliability issues with electric buses right now.

We are working on the electric buses that we have to address some of the concerns that we are realizing here.

This is not unique to Broward. We are seeing these issues with electric buses across the country.

As we talked about before, the vendor that we have declared bankruptcy. They gave their -- not gave, but they -- they sold their bus-building practice to a -- another company.

And we are -- are struggling a little bit -- not a little bit, quite a bit, with the responsiveness of the -- of the support that we have on (inaudible) the current acquisition.

So we are evaluating what this looks like going forward, whether we pursue electric buses, whether we pursue hybrids, whether we pursue some kind of low emission vehicles.

But we want to keep this in play, because we still have to do our replacements for our -- our -- I mean for our buses, and we are very much working on a -- a -- a solution to address this.

We really don't want to go backwards and go all diesel. That would not be the -- the greener answer to where we're trying to go as a County, so.

MR. ALLEN: Mr. Chairman?

CHAIR COOLMAN: Yes.

UNIDENTIFIED SPEAKER: Mr. Chairman, I have --

UNIDENTIFIED SPEAKER: Just a minute.

CHAIR COOLMAN: No, I (inaudible). Go ahead.

MR. ALLEN: Was that a consortium or was that (inaudible) Broward accepting bids --

MS. LONERGAN: We --

MR. ALLEN: -- for the electric buses manufacturer?

MS. LONERGAN: -- we were on a piggyback --

MR. ALLEN: Yeah.

MS. LONERGAN: -- a consortium, yeah.

MR. ALLEN: It was a consortium (inaudible)?

MS. LONERGAN: It was a consortium, yes.

MR. ALLEN: So how -- how many other jurisdictions bought off of that contract?

MS. LONERGAN: Seven?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: We'd need to get back to you with that, but there were multiple ones.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: No, I think you've answered. We are concerned, that's all. And it looks like you're concerned, too, so let's see if we can not throw any more bad money after good money.

Mr. Donmez.

MR. DONMEZ: If you were to consider in all of your (inaudible)

exploring hybrid, you know, model, will that be more expensive, about the same, \$147,000,000, or less?

MS. LONERGAN: I --

MR. DONMEZ: Any idea?

MS. LONERGAN: -- I would be guessing, sir, at this point if I -- if I said it's less expensive, more expensive.

You know, all of these -- the hybrid seems to have better reliability. It's (inaudible) power, so it's not -- it's not no emissions, although it's like electric and diesel, clean diesel. And what that -- it does is the diesel kind of powers it -- power the electric to use it when it's using the electric piece. And if it's not, then you can use the diesel piece.

So it does offer a potential solution, but we just need some time to -- to do a full evaluation of what our options are.

And I would be guessing if I told you one brand is cheaper than the other. I don't -- I don't know that answer just yet, sir.

(Inaudible) know what the right answer for us is, either. I want to be clear.

We are going to be presenting some options to the County Administrator, as we -- we shared at the last meeting, to get her support and -- and a plan.

And -- and then presenting that to the Commission for final approval.

So we will see where this goes going forward.

Okay. Now we're moving on to our paratransit commitment. And I talked about that already.

And, Paul, you want to lean in to talk a little bit about some of the conversion work that we're doing?

And this is, again, going from, you know -- going to a low emission scenario.

CHAIR COOLMAN: This is interesting. You're converting (inaudible) vehicles to propane, correct?

MR. STROBIS: Yes.

CHAIR COOLMAN: So (inaudible) just discussions about it (inaudible) or will propane be a part of those stops?

MS. LONERGAN: Yeah (inaudible).

CHAIR COOLMAN: Thank you.

MR. STROBIS: So we'll be looking over the next five years to replace -- we purchased 304 paratransit vehicles. 204 of those (inaudible) state of good repair replacements to replace retiring vehicles. 96 of them will be for (inaudible) service as our paratransit ridership continues to grow.

We have been operating paratransit vehicles on propane fuel since 2015.

One of the accomplishments that you heard last week was it is the lowest cost of ownership for any vehicle in an alternative fuel scenario.

We've been able to save over \$14,000,000 in operating funds

compared to running the vehicles on gasoline.

And so we committed to continue this project of converting to propane.

EVs right now are not a solution for paratransit. They don't meet the duty cycle that we need for our service. And the price is prohibitive. You need to buy two buses basically to replace a single propane vehicle.

So it's been a successful project for us for the last nine years.

And we continue to watch the market, but right now, this is our best solution.

CHAIR COOLMAN: That's great news. I -- I really hope we take a good, hard look at this. EV not be -- may not be the answer today. We may be 20 years ahead of ourselves. I don't know.

But we need to really look hard at that.

MS. LONERGAN: You know, what -- what we're seeing is the same (inaudible), you know, the same impacts that happened in the car EV world initially. That -- that's what we're experiencing right now. We're on that same trajectory of that process. So you're right.

Okay. The next slide --

MS. PENNANT-WALLACE: Can I just follow up to Paul's comment -- report.

When we look at the cost to make these changes, in the past, before the penny tax, where would we get the dollars? And are we still using some of the County funds to support this, or is it all 100 percent surtax dollars?

MR. STROBIS: Since the passing of the penny tax, we've been using that as the funding source.

In 2015, when we started rolling it out, we had federal 5307 dollars available to buy the vehicles, and they came converted.

The -- the outfit cost when we bought it as part of the vehicle purchase was higher.

What we've done is split it. we've gone out and contracted a conversion company directly to do it after we buy the bus.

And we've had significant savings in (inaudible) costs for us, almost half reduction.

And so (inaudible) dollars that we had available up until the surtax (inaudible) we've been using surtax dollars (inaudible).

MS. PENNANT-WALLACE: Okay. And the reason why (inaudible) our citizens came in and they were (inaudible) that, you know, (inaudible) the County. We understand that (inaudible) penny tax dollars for some of their maintenance of vehicles, roads, and just depending on the penny tax to cover these costs, right? Historically, it would just (inaudible) from the regular budget.

So I want to make sure that there's a balance in terms of how we (inaudible).

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. PENNANT-WALLACE: I'm happy to hear about the savings, but I



want to make sure that we are not leaning solely on penny tax dollars for everything.

MR. GARLING: So, yeah. And we'll -- we'll be going over in more detail the operating budget, but just to that point, it was always the plan that we bearing (inaudible). So, you know, we still have some money in our budget using our federal formula funds, which are continuing to increase over time, to purchase buses under our infrastructure.

So surtax doesn't fund a hundred percent of -- really, of anything. We -- we kind of balance that with various money sources and -- and then have the ability to match or leverage using some surtax.

So we'll talk a little bit more about the operating side in just a few minutes.

MS. PENNANT-WALLACE: Okay. Thank you.

MS. LONERGAN: Okay. So the next area is our transit infrastructure. And here, this -- this slide kind of tells the story.

And I just want to speak to the slide. We are moving to the future. And -- and part of the -- what you're going to be seeing on this transit infrastructure budget recommendation includes our -- our control center, integrated control center, using and leveraging infrastructure -- I'm sorry -- technology to help us deliver better service. And also being able to change our fare collection point of sale activity as well.

And so the first thing is the -- the surtax request overall is about

\$207,000,000.

That includes design for our infrastructure projects, bus stop improvements, bus shelters, local bus infrastructure, electric charging infrastructure. And I just ask you to keep an open mind about that, depending on the -- if the -- we do believe that the electric industry is going to eventually right itself and that, at that time, we could lean more heavily into that.

But we still have to be prepared for that eventuality, but at the same time, no matter what fuel option we choose, what vehicle option we choose, there's an infrastructure necessary to make that -- us to be able to service it.

There'll be facility improvements in here. Future transit facilities. Our Copans control center; there was a question about that. I know that's a big number on the page.

I just want to underscore a very important factor, that we are moving to a multi-modal service, light rail, commuter rail, bus rapid transit, and bus service, and we need to have the best technology to manage all of those disparate resources that we have and make sure they're fully integrated and the passenger is able to -- to navigate our system and we are putting our buses in our -- our -- our assets where they need to be to serve the public.

And -- and having an integrated control center helps us do that.

And we have a -- a control center now. It's -- it's only focused on buses. That's how we -- we run our service every day.

This is moving forward to a integrated system.

And then the technology enhancements are related to our CAD/AVL fare collection and some other things that modernize our system.

MR. ALLEN: Does our GPS system work with that to locate (inaudible)?

MS. LONERGAN: Yeah. Yeah.

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: It's not -- it's not fully operational.

MS. LONERGAN: It's, what would you say, 80 --

MR. ALLEN: (Inaudible) at some point in time, (inaudible) go to the (inaudible) or bus stop and find when the next bus is going to come. So (inaudible) 30 or 40 years.

MR. GARLING: Yes, and through our My Ride app, we can go in and -- and find -- at each of our bus stops, you can find the next bus arrivals (inaudible) system.

You can also see a map of where all the buses are currently on the system.

MS. LONERGAN: And just as a reminder to -- to -- to that point, we are joining our colleagues in Miami-Dade and Broward -- Palm Beach County and Miami-Dade and Tri-Rail to have an interoperability app that will offer collective information (inaudible).

So we're excited to see that launch in the fall of this year.

The next area that we're going to cover is our community shuttle (inaudible).

UNIDENTIFIED SPEAKER: Transit operations.

MS. LONERGAN: Transit operations, right. This is the one -- okay. This is the one that has the -- I'm sure (inaudible), but my understanding is that this was an ask from the surtax to be able to see our -- our spend over a ten-year timeframe.

And so this is what we're looking at for 2020-2029. And as -- as Tim mentioned earlier, the top line is what we're asking for from surtax.

And then all of our other funding sources are below that line.

And, as you can see from there, we're looking at our fare box sale revenue, we have General Fund transfer. We also have our gas tax funding.

We do have a -- advertising on our buses and on our system that we have in terms of revenue.

We have FDOT (inaudible) grants.

And then we had, at one point, a lot of COVID funding. And because of that COVID funding, we were able to defer some of the needs that we would have had to have from surtax to a later point in time.

And, as you can see, over, you know -- you know, we have a little bit of money this year. In 2023, we had (inaudible) a little bit of money in 2023. But we -- that funding is no longer available to us.

And, you know, quite frankly, during COVID, having worked at another

transit agency during that time, if it weren't for these COVID relief funds, a lot of people would have been out of work, and the system would not have been able to function, because there -- there was, you know, not as much ridership out there. And also there will still folks, essential employees, that had to use transit to get to work.

And so there -- there was definitely a balance there. We were fortunate to have those funds and (inaudible) fund balance transfer.

So that's the outlook for 2020 -- the outlook for the past spent, 2020 up to now, and then forecast for 2029.

CHAIR COOLMAN: Coree, could you talk about advertising? Because I see you still have income coming up there for nine more years, or (inaudible) I guess only four or five more.

What's the status of advertising? I'd like to see us be advertising surtax and nothing else.

So would you like to talk about that, please?

MS. LONERGAN: Yeah. So --

CHAIR COOLMAN: (Inaudible.)

MS. LONERGAN: -- and I will ask my colleague Nathaniel to join me in this conversation, because we both love to talk about it.

So there -- I -- I believe you may be alluding to recent state law that was passed that kind of defined what advertising can be on certain asset -- bus assets or transit assets.

And the law is specifically targeting those assets that are funded by the Florida Department of transportation. And, in our case, that would be our -- for example, our express service, which is a hundred percent funded by the Florida Department of -- of Transportation. That's our express service.

And they run into the various park and rides along and within Broward County down to Miami-Dade.

So that is the -- the question that's out there.

And so we have a -- an ad -- a vendor that sells advertising on our buses. And so that vendor, right now, that contract expires at the end of October of this year.

And then, quite interestingly, that vendor also is getting the next contract through a competitive process, and they were awarded that through an RFP process.

The new contract is very prescriptive on what can be done on buses, and it's very different than what we have currently.

As an example, we are no longer able to do a full bus wrap. So the advertising can only be below the -- what I call affectionately the billboard area on a bus, which is below the -- the windows and above the (inaudible). So in that little area there.

So you won't see as many buses that are fully wrapped.

That does not prevent us from advertising ourselves, advertising things that are important to the County, and using full bus wraps or other

ways of doing that.

But we are limited to doing it on assets that have no financial interest from the district (inaudible).

CHAIR COOLMAN: Well, I mean, the County needs the advertising dollars. It looks like 140,000 a year (inaudible).

I don't know what we're spending on advertising and promotion, so -- but I'm sure we can find the 140,000 to replace the money that's coming to the County from that. (Inaudible) we're paying ourselves, in a way.

And only have -- I think the issue we brought up was let's start advertising for surtax on the buses and let's keep promoting ourselves as opposed to what -- what's out there today.

And I -- I think I heard you say it's phasing out?

MS. LONERGAN: So -- no, I -- Tim -- no, it's not phasing out.

CHAIR COOLMAN: Not -- I mean, advertising for non-surtax projects, is that phasing out?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Well, then, we'll -- maybe we have to have another --

MS. LONERGAN: (Inaudible.)

CHAIR COOLMAN: -- (inaudible).

MS. LONERGAN: Okay. We'll have another discussion.

MR. ALLEN: I think we had discussed this in the past, and I think we

had made a recommendation consideration be given to just terminating advertising on our buses.

I mean, we -- we've already taken a position. The board's already taken a position, recommending to the County that they do away with advertising on buses.

CHAIR COOLMAN: Advertise anything but the surtax. In other words --

MR. ALLEN: Well, yeah (inaudible).

CHAIR COOLMAN: -- I don't have a problem our -- our work, but I thought we did, too, but maybe we didn't.

MS. CASSINI: Excuse me, Mr. Chair.

So in your November 2022 retreat, you had a discussion about this. You asked for a presentation to come back.

In January of 2023, Mr. Garling did make a presentation to you.

You did, at that time, have recommendations about how buses would be used for advertising, as well as whether or not there could be placement of MAP -- MAP Broward information on unsold buses.

What I don't think happened -- and I do need to kind of look back and -- and refresh my recollection -- I don't think that you all took a formal position, because there was some back and forth about is it only for surtax-funded vehicles.

There was discussion, I believe -- Tim, correct me if I'm wrong -- about



the fact that PREMO-funded vehicles and service is going to have its own branding, likely. They're -- they're -- at least, that's (inaudible) something contemplated.

And then I think several of you mentioned, well, because the surtax is funding so much of the operations, we just don't want to see any wraps on any buses.

But I -- I don't think there was consensus or clear direction that could be communicated to the County Administrator.

CHAIR COOLMAN: Well, let's see if -- because we can't talk to each other outside this room. I think we need a little discussion amongst those that are here and those on the phone.

I'm going to state a position and see if it's supported by this board.

I believe the position on the -- the board is if we're going to advertise on our buses, it needs to be surtax-related.

Whether -- I don't even care if the whole bus is wrapped with surtax-related, to be honest with you.

But we should not be advertising other than that.

And I'm curious if -- if what I'm saying should be a recommendation to the County and coming from this board as what I thought we did a few years ago, but apparently we didn't.

So I'd like to hear from everyone --

MR. KLITSBERG: Mr. --

CHAIR COOLMAN: -- about that.

MR. KLITSBERG: -- Mr. Chair, and I -- I apologize (inaudible).

But, Mr. Chair, that type of recommendation or discussion is not on the agenda for today. It's not been noticed to the public.

If you want to have that in your Non-Agenda comments and request that that be an item for discussion at the next meeting with a vote and recommendation, that would be perfectly fine.

But to take any action or make any recommendation today, or have any, you know, specific discussion to try to engage the other board members (inaudible).

CHAIR COOLMAN: The question is -- I don't need to necessarily take an action today. I want to discuss it in the open, because we can't discuss it outside this room.

We don't need to take a vote today. I want to get a consensus of whether where I'm going is where this board wants (inaudible) to go in the future.

MR. KLITSBERG: Right. But obtain -- obtain -- obtain -- having the discussion to obtain some general consensus on an item that is not placed on your agenda would not be, in my legal opinion, appropriate for this meeting.

To have a discussion about whether or not to have it as an agenda item at your next meeting, and then obtain consensus, if there is any, is

appropriate.

CHAIR COOLMAN: Okay. Then I will do whatever you just said. And now we know why --

(Laughter.)

CHAIR COOLMAN: -- (inaudible) 2023, the fiber optics in the ground.

So I would like to hear some comments about whether we would like to entertain this officially at the next meeting.

Is that okay?

MR. KLITSBERG: That would be completely --

CHAIR COOLMAN: Thank you.

MR. KLITSBERG: -- fine.

MS. PENNANT-WALLACE: Mr. Chair, I -- I would recommend -- I mean, I -- I need to recall exactly why we made the decision to no longer advertise on buses. Was there a reason behind it, was it a budgetary issue? What was the argument behind not -- no longer advertising buses?

Because I think I'm going to need more of a why we stop (inaudible) path to why we want to do it again.

Certainly we want to advertise our accomplishments (inaudible).

MR. GARLING: I'll just -- I'll just make of comments on the -- on the budgetary implications of this.

So the 30-year plan, when we look at it, right, had \$92,000,000 for advertising over the course of the -- of the course of the 30 years.

So that -- roughly what we did is we sort of took the sort of existing levels of advertising revenue and did a (inaudible) percent escalation, you know, over the next 30 years.

So it's a, you know, significant -- as you're looking long-term over the entire program, it's -- it's a significant portion of it.

As we sit today, you know, we went over there is an ever-growing amount of surtax use for operating, but there are many other funding sources used as well.

As we sit today, we have 70 fixed route buses that have been funded by surtax out of our fleet of 415.

And that's -- that's going to grow. So it's another 94 in the budget plan.

So the -- the surtax-funded portion is just a portion (inaudible) at this point, and it is a revenue source, right? A significant revenue source.

And just one more kind of data point. If you look at what we're spending right now in our operating budget for promotion of public transportation, it's 2.6 million dollars a year, which is, you know, right now more than what we're collecting from advertising.

MS. PENNANT-WALLACE: Okay. So what --

UNIDENTIFIED SPEAKER: Mr. --

MS. PENNANT-WALLACE: -- sorry. So I'm not sure, why are we making the decision to no longer advertise if it is providing some revenue?

Am I -- am I (inaudible).

MS. CASSINI: (Inaudible) not making that decision.

CHAIR COOLMAN: I -- maybe I can give you -- that happened -- I don't know whether I generated it or not, but in response to Tim's comment that we only have 60 to 70 buses supported or paid for by surtax out of 400, I have to take an issue with the fact that without surtax, we wouldn't have the bus operation that we're having today.

And to just say that, well, we're only funding 25 percent of the buses, I don't -- I don't necessarily believe that.

The money that we're spending, whether it's maintenance, whether it's drivers, whether it's -- affects the whole fleet.

So to say that we're -- we're only funding a quarter of the fleet so therefore we only can address this issue with a quarter of the fleet, I don't -- I don't buy that argument.

This surtax is doing a transportation for the countywide, and if you don't have -- if we didn't have this surtax money, we wouldn't have a bus system today, and certainly (inaudible).

MS. LONERGAN: So, sir, I -- I absolutely a hundred thousand percent agree with you from that perspective. Without the surtax dollars, we would not be where we are and our future would be bleak.

And we would -- all these expansion programs that we're talking about, all this new service that we're going to be adding, would not be

happening without the surtax.

And so I just want you to -- to please accept my apology. I don't think that's where -- where Tim was going with that, but we do recognize the -- the absolute importance of surtax and it is the -- the reason that we exist and will continue to exist.

And we are so grateful for those funds.

CHAIR COOLMAN: Fine. In the essence of time, I'd just like to hear from the rest of the members while we can --

MR. FRAZIER: (Inaudible.)

CHAIR COOLMAN: -- whether they want to even discuss this at the next meeting.

MR. FRAZIER: I just have a general comment. It -- it appears that the surtax is funding roughly 58 percent of the operation over the next ten years, (inaudible) years.

If that revenue is not there from advertising, how do they make it up?

CHAIR COOLMAN: I --

MR. FRAZIER: It's a big issue. This is a lot of money.

I understand that the surtax is funding a whole lot of money. The issue for them is revenue.

CHAIR COOLMAN: -- well --

MR. FRAZIER: So if that revenue goes away --

CHAIR COOLMAN: -- (inaudible) respond to that?

MR. FRAZIER: -- if that revenue goes away, who's going to make it up.

MR. KLITSBERG: Again, the discussion right now I believe is just to whether or not to get -- have this as an actual agenda item for the next meeting --

CHAIR COOLMAN: Okay. So --

MR. KLITSBERG: -- rather than getting into the substance of it.

CHAIR COOLMAN: -- I will answer that at the next meeting if there's consensus --

MR. FRAZIER: Okay.

CHAIR COOLMAN: -- (inaudible) we have.

MR. FRAZIER: (Inaudible.)

MS. PENNANT-WALLACE: Yes. Let's -- let's move on.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: Chair's prerogative here. Debbie?

MS. MADDEN: I -- I'd like to consider it as an agenda item at our next meeting so we can deal with it once and for all.

CHAIR COOLMAN: Erdal?

MS. PENNANT-WALLACE: I agree.

MR. DONMEZ: I agree.

MR. ALLEN: I agree.

CHAIR COOLMAN: Let's move on.

Do you need a formal motion or?

MR. KLITSBERG: No.

CHAIR COOLMAN: (Inaudible.) Then I'll just ask (inaudible).

MS. LONERGAN: The -- the existing contract --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: -- ends in October 2024 (inaudible) and then this --  
the new contract's for five years.

CHAIR COOLMAN: Starting?

MS. LONERGAN: November 1, 2024.

MR. ALLEN: The point I -- point I would make is they've been  
awarded the contract before we have any consideration of the motion we just  
approved.

So you could be barred for five years if that contract proceeds, right?

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ALLEN: Because I'm sure the contract (inaudible) --

UNIDENTIFIED SPEAKER: It's already been awarded.

MS. LONERGAN: It's already been awarded.

MR. ALLEN: It's already been awarded?

MS. LONERGAN: Yes. And we are in the phase of -- of finalizing the  
price negotiations.

MR. ALLEN: But it hasn't -- it hasn't been approved by the Board at  
this point.



MR. KLITSBERG: If I -- if I could --

UNIDENTIFIED SPEAKER: (Inaudible) approved by the Board?

CHAIR COOLMAN: It has.

MR. KLITSBERG: So the award and the rankings from the evaluation committee has -- has been approved by the Board.

We are finalizing negotiations of the contract with that vendor as we speak, currently.

It is -- again, as -- as Coree mentioned, it is the same vendor that we currently have.

The Board will ultimately decide whether or not to approve that contract.

There are, again, some statutory issues that have occurred this particular legislative session which may have some impact in connection with how that contract moves forward.

But the -- whether or not there is advertising below the -- I forgot what the term that -- that Coree used. I'll just say below the fold -- on the buses is a very different issue as to whether or not there should be advertising of the penny surtax on the buses simultaneously.

CHAIR COOLMAN: When you say the board approved, do you mean this board?

MR. KLITSBERG: No, the -- this board does not have decision-making authority in connection with that or any other contract associated with

advertising on -- on the buses.

It's Board of County Commissioners.

CHAIR COOLMAN: Coree, back to you.

MS. LONERGAN: Sorry, sir. I was just trying to (inaudible).

CHAIR COOLMAN: While we're thinking, I assume, Mr. Klitsberg, that we're going to be voting on A, B, and C separately, correct?

MR. KLITSBERG: On -- excuse me -- on Item 3 A, B, and C, you have the ability to take that as a single item with a single vote.

CHAIR COOLMAN: I don't --

MR. KLITSBERG: You may -- you may proceed as you --

CHAIR COOLMAN: -- I think we should do it as they finish their presentation.

MR. KLITSBERG: That's --

CHAIR COOLMAN: (Inaudible.)

MR. KLITSBERG: -- absolutely the discretion of -- of this board as whether or not to take them separately. You can take them together.

And, again, the -- the item is for addressing the statutory eligibility of the item, it's not the merits of that particular item.

MS. LONERGAN: I just have a little bit more to go. All right.

Okay. We're just going to talk a little bit about community shuttle. I'd asked Paul to be here with us to have this conversation. Paul not only runs our paratransit service, but he also runs all the contracted service, and the

community shuttle.

He's not -- this is a new piece of responsibility that Paul has picked up. We're so gracious -- grateful that he has agreed to take on this responsibility.

I will say to you that what he didn't say is that he was personally instrumental in helping us save \$14,000,000 on our contracts, our -- related to the propane implementation program.

And we are so appreciative of him doing that.

And we have engaged him in (inaudible) activities to also look for opportunities for efficiencies and to create value for the public.

So with that, I'm going to turn it over to you.

MR. STROBIS: Thank you.

So our five-year plan for the community shuttle program shows -- we -  
- we break up the community shuttle into two buckets.

When the surtax was passed (inaudible) County committed, you know, to fully fund that community shuttle program with the surtax funding.

And so we captured what the existing system was at the time, and then any new service would be considered expansion from that point on.

So you can see on the slide, over the next five years, we have a \$60,000,000 operating budget to cover the approximately 53 routes that we're operating in 18 communities.

The system provides about 2.122 million miles of service on an annual basis.

Additionally, we provide the vehicles for the program and other equipment. So we've got 12.5 million identified to purchase vehicles for the program.

And also, we have a project to improve community shuttle bus stops over the next five years to bring them into ADA compliance.

So the total ask for the existing program, right now it's 85.4 million dollars.

The expansion number of 18 -- 19.7, we work with the 18 communities. They're able to submit on an annual basis to us requests for service enhancements for the programs in their communities, whether it might be additional hours of service, different days of service, new routes that they want to cover.

And so this money there will earmark those requests over the five years to make sure that we have a funding program for that service.

So the -- the 12.5 million dollars earmarked for the vehicles will allow us to purchase 62 community shuttle buses over the next five years.

We're in the process right now of converting those vehicles to propane fuel as well.

Right now, the existing fleet of 79 vehicles, we're at about 68 percent converted to propane, and we should have the rest of them converted by October.

And the additional 12.5, as I mentioned, will allow us to operate 541 of

the thousand and some-odd bus stops in the community shuttle program over the next five years.

So this is an annual breakdown of -- so you can see we carried the -- the operating for the existing program with incremental increases. As communities are increasing their cost to operate the service, whether they do it in-house or through a contracted vendor, we've got growth to manage the existing service that they're running.

And then we've level loaded the vehicle capital and the bus stop capital out over five years to show you that 85.4 million dollar investment.

The expansion, same thing.

And -- and just as Coree mentioned last week, one of the major initiatives we've got going on right now is that comprehensive operational analysis of our entire system.

We expect numerous recommendations out of that report.

Our vendor met with each municipality in the program to get what they see the future being, what we think the future's being of -- and developing the right tool for the job.

And so these numbers right now are programmed in as placeholder for the -- the current system as it's designed, but we do expect to see potential changes to our program through the report that we'll work with our municipalities that are in the program and -- and then come back later on if there are any major changes to how we run the program.

MS. LONERGAN: Okay. Thank you, Paul.

The last thing we're going to cover --

CHAIR COOLMAN: I have a comment.

MS. LONERGAN: Oh, you have a comment? Sorry.

CHAIR COOLMAN: Can we go back to community shuttle?

The transportation system that we're doing in Broward County is countywide. The community shuttle seems to be on both ends, first ride or last ride, which, to me, is one of the most important part of the transportation system, start and end.

I commend you for what you're doing. I -- I wish you could convert the electric buses we have, but that's another story for another day.

But where I'm coming from, I understand County is paying literally a hundred percent of the community shuttles of the 18 cities that have them.

I'm just curious that the other cities don't have them, because that, to me, is -- is a -- is a negative to our overall transportation system.

But I also understand that the money that the County is taking from surtax is coming off the cities' MAG, and I don't particularly believe that's the proper -- proper, simply because we're paying for their -- 90 percent or 80 -- 99 percent of the system out of surtax dollars, but that piece, we're paying for it but we're really -- it's all coming out of the same pot, but it's being deducted from the County's MAG, and I think we're starting to see that, as projects go from design to construction, we need more money in the -- in the cities' MAG,

okay?

So I just want to -- when you're looking at whatever's in the third amendment, because I assume this might be there, I just want to share that I'm curious -- can I ask the board their -- their opinion of my comment?

MR. KLITSBERG: Again, the item now is -- is a discussion and vote of the statutory eligibility of the items that are in the five-year plan.

You know, if you want to have a discussion, you know, generally speaking, regarding the -- the community shuttle program (inaudible) that, that's fine.

I mean, obviously --

CHAIR COOLMAN: Well, there --

MR. KLITSBERG: -- obtaining consensus on some other issue that's not on the agenda (inaudible).

CHAIR COOLMAN: -- so my next question is under Chair's Report, can I have discussion with my -- my board members about this?

MR. KLITSBERG: You've already started it.

CHAIR COOLMAN: Okay. Thank you. I'll -- I'll wait until later. Thank you.

MS. LONERGAN: Okay. Any other questions before we move on?

Thank you.

All right. This is the last (inaudible). Okay. So here we're going to talk about planning, performance management, (inaudible). And so, Tim, will

you pick up the planning slide for me, please?

MR. GARLING: Sure. So (inaudible) five years we have 28.4 million dollars we're planning in studies.

I just want to pick out a -- a couple of -- of the studies we're talking about.

In 2027, we have our transit development plan. We have some money in the -- the budget to help us with what's called a major update of that.

And a transit development plan is important. It's our ten-year business plan. And that's required by the state that we do it. It's a good idea to do anyway.

It's a prerequisite to receiving our state Block Grant funds.

But it actually is our -- our sort of business plan roadmap (inaudible) the system. So we get consultant support to assist us in doing that.

In addition, as Coree talked about, we are just finishing a sort of long overdue comprehensive operational analysis. We had kind of delayed this because of COVID and ridership changes.

But you -- you really don't want to go long periods of time without doing these -- these reviews.

So as this COA is completed and implemented in 20 -- at the end of 2024, and as new routes and (inaudible) maybe even new modes of service, doing a follow up study during -- which will kind of get funded during this next



five-year plan, it is important that (inaudible) ongoing basis, you really have a data-driven sort of fundamental understanding of the services you're providing.

And then we have the 5,000,000 annually for -- you know, for planning and studies.

So just keep in mind, as we are growing from a bus system, a fixed route bus system into a multi-modal agency, there's a lot of stuff to research and look at. Micro transit, fare equipment is one of the things (inaudible).

Also, as our organization grows, this money has helped us already write new rule books, write SOPs and things like that, supported our activities for -- during the growth of a system from where we came from, using the surtax into this different kind of multi-modal agency that is really put together to serve the public.

MS. LONERGAN: Thank you, Tim.

Okay. And -- and so I want to just talk a little bit in the wrap-up about program risk. Because this is something that is -- is a factor that we -- is in play, and it affects our scope, schedule, and costs for our -- our projects and -- and, quite frankly, some of the risk associated with that.

I just want to take a minute to talk to you a little bit about some of the dynamics of the industry, and then equate those to some of the key risks that we see ahead of us, both in terms of, you know, market pricing and -- and some of the volatility that we're seeing in the industry.

I -- I alluded to this a little bit last time, but the -- these are things that could significantly affect our PREMO projects.

And so, on the up side, we have a -- a law, an act that was put into -- into fruition back in 2021. It's the Bi-partisan Infrastructure Investment and Jobs Act.

That -- that act helped to support some of the COVID funding that I mentioned earlier, but it also put a significant amount of money into transit projects through our capital investment grant programs.

And -- and so roughly, prior to 2021, the last -- the five years prior to that, the investment was about \$12,000,000,000 nationally. And beginning in 2022, it jumped up to about 20.76 billion. And it will continue to climb up to 2026 to 22.04 billion.

So why is that important? When I talked about the mix of us, the 25/25/50, this will be the primary funding source for that 50.

The other thing that I want to talk about is the downside. Here's where the risk comes into play.

So construction costs are continuing to climb and -- and those of -- of us in the room that -- that live in the space know that those costs are -- are -- there are -- we have issues in terms of material availability, we have supply chains disruptions.

They have not leveled out completely since COVID. There are still some residual impacts.

Material costs are -- are also going up.

Labor shortages are huge in this construction space. People are having a hard time filling roles.

You know, we talked about the success that we've been having with our bus operators recently. That's a recent phenomenon in the last year. Prior to that, we were struggling as well. So we do see labor shortages.

And these are all of the things that are affecting the construction costs.

According to the chief economic officer for the Association of Builders and Contract, he's predicting that there will be limited relief between '24 to '25. So limited to no relief on this.

And the combined impact of the supply chain disrupting -- disruptions, rising material costs, labor shortages, and reduced competition is really affecting the transit industry.

When I say reduced competition, the contracting world, on the construction side, they can choose now what projects they want to go after. And they're being very selective and only wanting to go after projects with limited risk.

So a construction that was put out there before that might have had, you know, six or seven bidders on it, now maybe it has one or two, or maybe even only one.

And so that is -- is affecting us quite a bit, industrywide.

The -- so some examples of projects that have been affected by the

cost increase include the Chicago Transit Authority's Redline project. They saw a -- a project increase of 57 percent over the -- March -- from March '22 to July 2023. And so that was not something that they were prepared to -- to -- to know it was going to happen.

Charleston project, (inaudible) bus rapid transit project saw a 61.3 percent cost increase in -- in that project.

And the L.A. Metro San -- San -- San Bernadino Valley -- San Fernando Valley -- sorry -- transit corridor project saw an increase of roughly 29 percent.

So we are in this space of cost uncertainty, and I just want to be forthright with that conversation, because, you know, it affects some of the numbers that we put in front of you today, and it's likely going to affect some of the numbers we put in front of you at a future date and time.

And there -- this has been an issue that the -- that the -- the administration has been looking at. The -- the White House actually sponsored a construction industry round table to sit down and try to talk about what are some of these factors that are causing these escalations and -- and how can agencies respond to that. What are some of the concerns of the market.

And one of the -- a couple of things that came out of those conversations was that there -- there needs to be a better collaborative spirit between the owner and the contractor. We need to have a culture of trust,

and that we're not kind of fighting each other and working together on projects.

The other thing that came out was that the -- and they -- not -- not fun to hear, but certainly something that we probably know, which was, you know, you -- that you -- you touched on was, you know, some of the -- some of the agency deficiencies or staff deficiencies that have caused challenges.

Here's the thing. One of them is really to -- employees being able to be empowered to make decisions real time, and not having to go up the chain to get an answer to a question. That affects the contractor's ability to deliver on a project.

The other thing that affects also is the -- the integration of the project effort and the operations team.

So a lot of times, and we (inaudible) this, is we will have a design team that's off in a corner doing design work and coming up with, you know, this -- this wonderful new bright shiny thing, and then you don't engage with the operations team or our folks that are ultimately responsible for maintaining it. And we talked about this at the -- at our last meeting.

So we've addressed that issue, but it is a concern that is out there that contributes to some of the risks of these projects.

The other thing is the -- they need the cooperation of the entire agency. And I thought this was very informative in the fact that they said that, you know, there has to be a -- a -- a marriage with the entire organization,

and a common understanding of the importance of these projects across the organization to make sure that they have the priority that they deserve.

And that shows up in the procurement process, that shows up in the legal process.

And so what we've done here, in our case, we are working very closely with our colleagues in the procurement -- procurement side of the house to -- to -- to address some of these issues, as well as the County Attorney's Office so that these things don't (inaudible) us.

Now, I can't say that we're a hundred percent there yet, but I can say that we're on a path to not having those things be a challenge for us.

But, to your point, Mr. Allen, you know, there are some struggles in -- in some of those areas, and we -- we hope that we won't have as many struggles as there have been in the past.

The last thing I want to -- back to the risk, I just want to say a couple unknowns still out there that I really want to put on the table is we do not know what it's going to cost us to operate on our commuter rail service that we do not own those tracks, we do not own that operation, and we will serve at the pleasure of the FECR and Brightline.

And so it's really important that we have a -- a good working relationship with them to make sure that we are able to run our service.

And it's also important that there's a price point that we can -- can realistically pay to access that service that's reasonable and that -- and

makes the most sense.

We continue, continue to worry about property acquisition. You know, that is a concern that is up there.

And then regulatory risk. The regulatory framework can completely change.

The IIJA could be repealed. There could be a -- a change in philosophy as the administration changes, regardless of which way the election goes. There could be a change in philosophy in terms of funding for public transit, and that could affect the available -- availability of federal resources to support our effort.

And, again, I want to say, regardless of which way it goes from an administration perspective, that could be an impact. So it's just something that we have our eyes on.

And, you know, always, always, always is once you start getting close to building things, you know, your public becomes a lot more engaged, and that could be a risk that's out there.

As much as we are going to be forward with our public involvement, sometimes people don't show up until it's real and right in front of them, and they become more engaged, and that can, unfortunately, affect the -- your schedule, scope, or budget on the project.

And so those are the risks I just wanted to point out.

And then the last thing that I want to talk about is performance

management. So, you know, we -- as we grow into this organization, it is very important to me that we have a fundamental performance management strategy in place that we can hold ourselves accountable to and have some transparency with the public on.

And so we -- we were looking at some very important KPIs that -- to follow any program that's out there or any capital project that's out there that's, you know, the norm.

And I just want to point out a couple of them. You know, one of the things we always want to make sure is whatever we're building is done in a safe manner and it results in a safe project.

And that shows up in the safety and environmental space. We absolutely have to be environmentally compliant as we're building.

We also have an opportunity to green up a lot of our buildings, and that would be something that we are looking to do.

We've done it with the Lauderhill Transit Center. We've actually won awards because of our sustainability efforts there, so there -- there's some performance to track.

As we move into some other areas of performance to track, obviously, we want to, you know, understand where we are against our budget. We need to understand what any costs, challenges, or changes are and be able to account for those schedule changes that we need to -- to be accountable to.



And, you know, the -- the one thing that's super important is (inaudible) in this spectrum of performance management is workforce development, workforce readiness, and having our eyes on the prize, so to speak, on that (inaudible).

It is very easy to build something and then not have resources available when you need them to run it. And that is why this is a very important focus metric for us to -- to pay attention to and keep our eyes on.

And so I just wanted to kind of give kind of a -- a little flavor for some performance management pieces of the puzzle that'll be in play as we move forward.

Our goal is to have a scorecard of some kind that would be public-facing that can -- you know, we can show where we are relative to these KPIs and the overall program delivery.

And with that said, I am finished finally, and open to any questions that anyone has at this point.

CHAIR COOLMAN: Does anyone have any comments?

Coree, I want to thank you for looking into the future. That last part of the presentation was unexpected, but very refreshing to hear.

Thank you very much.

MS. LONERGAN: Thank you.

CHAIR COOLMAN: Anyone else?

If we can, what I'd like to do is entertain a motion to approve as

statutorily eligible Broward County Transportation Department Item A.

Do I have a motion?

UNIDENTIFIED SPEAKER: So move.

CHAIR COOLMAN: Second?

UNIDENTIFIED SPEAKER: Second.

CHAIR COOLMAN: All in favor?

Anyone opposed?

Alejandro, you on the phone?

We'll -- we'll get his votes later.

All right. Thank you very much.

MS. LONERGAN: Thank you very much.

MS. CASSINI: Thank you --

MS. LONERGAN: See you next time.

MS. CASSINI: -- Coree. (Inaudible.)

UNIDENTIFIED SPEAKER: Thank you.

UNIDENTIFIED SPEAKER: Thank you.

UNIDENTIFIED SPEAKERS: (Inaudible.)

**VOTE PASSES UNANIMOUSLY.**

**B. BROWARD COUNTY PUBLIC WORKS DEPARTMENT**

CHAIR COOLMAN: Broward County Public Works Department. Must be Tony. Hi, Tony. I only had one coffee today, just think (inaudible) had two.

(Laughter.)

UNIDENTIFIED SPEAKER: (Inaudible) discussion on the motion.

MR. HUI: Good afternoon again, everybody. It's -- let's see. Am I on?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. HUI: Thank you.

Very quickly, the Public Works five-year budget proposal is a total of \$326,000,000 spread out over five years. And we average about \$65,000,000 per year for this five-year period.

This is (inaudible) comparison of FY '25 that we discussed last week. It was about \$77,000,000. So it's approximately the same going into the next five years as -- as our (inaudible) that we discussed last week.

The -- with that 326,000,000, there's approximate 160 individual design or construction elements that makes up this total amount of money. Excuse me. It is spread out in the same categories that we have discussed in terms of road expansion, improvement, and so forth.

And similar to what we have done in the past, what I will be doing is every year as it comes up, I will be discussing these projects in detail just like I've done (inaudible) 25, rather than going over the entire 160 projects.

CHAIR COOLMAN: I want to point out drainage, rehab, and missing sidewalks --

MR. HUI: Uh-huh.

CHAIR COOLMAN: -- street lighting and school zone (inaudible), all pedestrian safety issues.

MR. HUI: Yeah, and -- and all of that -- actually, all of our improvements take safety into account. And we do take multi-modal transportation into account as we -- you know, as we design and implement these projects.

So these are all things that we, you know, do together. They may not be called out specifically, but certainly when we do them those are incorporated into our design and our implementation.

And that's -- that's all I have. If there are any other questions, I'll be happy to try to answer.

CHAIR COOLMAN: I'm glad to hear that, because I was going to suggest, based on last Friday's meeting to this one, I'm not so sure we're not ready to call the question on this. Am I -- I out of my mind?

MR. KLITSBERG: Again, if you want to take -- you wanted to take each of these, A, B, and C, you can feel free to have a motion to approve these as statutorily eligible.

They have been reviewed and determined to meet the criteria of the surtax statute.

CHAIR COOLMAN: That's what I would assume.

MR. KLITSBERG: Yes.

CHAIR COOLMAN: I'll entertain a motion.

UNIDENTIFIED SPEAKER: So moved, Mr. Chairman.

CHAIR COOLMAN: Second?

All in favor?

Any opposed.

Thank you.

MR. HUI: Thank you.

**VOTE PASSES UNANIMOUSLY.**

**C. MUNICIPAL PROJECTS**

MS. CASSINI: Mr. Chair, if you're ready, we'll -- we can take a --

CHAIR COOLMAN: I'm sorry. Municipal projects, one of my favorites.

(Inaudible) municipal projects.

UNIDENTIFIED SPEAKER: Sidewalks.

UNIDENTIFIED SPEAKER: Sidewalks.

MS. CASSINI: We do have members of the various municipalities that have projects that are being proposed as part of the five-year plan that are present physically, as well as others that are present on the phone.

If there are specific questions, I'll certainly ask a representative from that municipality to speak to project-specific questions.

CHAIR COOLMAN: Okay. Could you -- could you just do a show of hands of where you are, municipalities? We've got one, two -- oh, we've got a whole six or so. Wonderful. Thank you for coming. (Inaudible.)

MS. CASSINI: And there are also several on the phone.

CHAIR COOLMAN: Okay. How many do we have on the phone?

MS. CASSINI: How many do we have on the phone?

UNIDENTIFIED SPEAKER: I think one.

UNIDENTIFIED SPEAKER: Just one.

MS. CASSINI: Just one right now.

CHAIR COOLMAN: Well, shall we begin?

MS. CASSINI: Absolutely. So one of the roles of MAP administration is to work with our partners at the MPO and the cities using transportation planning expertise and -- and also excellent collaborative work of legal counsel to put together a five-year plan every year consistent with the terms of conditions of the second amendment.

And, as you can see, there are four slides. I'm going to go through them relatively quickly, unless there are specific questions from members.

The first slide shows all of the projects that are -- these are all still Cycle 1 projects. I just want to point out. These are --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- these are the remaining phases of Cycle 1 projects that were originally recommended in either a planning or a design phase.

So you can see we've got the rank over on the left-hand column. We're continuing to try to fund these projects, again, consistent with the second amendment language in their exact ranked order.

The ones that are highlighted in green are just to visually represent to you those were the last two projects that had any unfunded -- that had any funding that was not previously programmed into a five-year plan.

So once we get through those two projects' funding amounts that you see highlighted in green, we should be completely through our Cycle 1 projects. Yay.

(Applause.)

MS. CASSINI: All right. So the next -- the next is still all Cycle 1 projects, but you see that one bright blue cell is indicating a request from the City of Coral Springs to bring a project that was programmed to receive its construction funding actually in 2026 into 2025 because they are on schedule to complete their design I think very soon. I think the first week of September.

So they were hoping that they could access that \$330,000 for construction.

The MPO provided a readiness review evaluation of that project and recommended, based on where they were in their design plans, that the project could be ready for construction in 2025 if we were able to accommodate it.

And so County administration approved the move of this project up.

MR. ALLEN: What's the nature of the project?

MS. CASSINI: This is Coral Springs 102, but I'm going to have to bring somebody from Coral Springs to talk about the nature of that project.

UNIDENTIFIED SPEAKER: (Inaudible) board members for being on the board. (Inaudible) is very difficult, and representing all the cities and the

County. And I -- I hear all the discussions that you have at all your meetings.  
So thank you.

Big thank you to Gretchen and (Inaudible). You both -- and all of MAP administration. I know that we've been collaborating for many years, so I really appreciate your responsiveness and your partnership.

So for -- to answer your question, Coral 102 is for bus shelters. We're designing and -- sorry, (inaudible) and replacing four bus shelters, community shuttle stops.

MS. PENNANT-WALLACE: Thank you.

UNIDENTIFIED SPEAKER: Thank you.

MR. ALLEN: Thank you.

MS. CASSINI: Thank you so much.

Any other questions on this particular slide before I move on to the next set of projects that are programmed between 2025 and 2029?

You start to see here over on the left column indications of Cycle 3. So that's indicated by the C3 and C4's.

And these are projects that were recommended by the MPO (inaudible) surtax services agreement in either '27 or '28.

You've seen these previously. There aren't any changes to the program timeframes.

Now we get to the final slide where, at the very top of our -- the right, in purple, you see the two newly recommended municipal capital projects



that are the result of the MPO's recommendations that they presented to you all in May, at your May meeting.

(Inaudible) both are in construction and are the next phases of projects that were recommended in the design phase last cycle.

There -- as you can also see there, there is another move. There was one other municipality that requested that a project that was actually programmed for design in fiscal year 2028 move up, based on its readiness.

It is a very significant project. It is a collaborative project between the City of Wilton Manors, the County, and FDOT.

We've had several meetings with all of the stakeholders and parties, and the evaluation determined that that project should be ready for design in 2026.

So with that, I don't have anything else on this --

CHAIR COOLMAN: I just have a comment. I love to see these (inaudible). Congratulations. We've been (inaudible) in some cases not moving fast enough.

Thank you for that.

The only other comment, when I look at the purple in 2029, I -- I have concerns that are there are only two projects there because there's only two projects ready for construction or are there only two projects there because that's all (inaudible)?

MS. CASSINI: Thank you, Mr. Chair.

So as we discussed during our briefing, there are many other projects that are ready to move into the next phase.

Some of those are not construction projects. Some of those are projects that would be moving from planning to design.

There were over 50 projects that were submitted to the MPO in Cycle 5. Mr. Klitsberg looked through each and every one of them to assess their eligibility.

And there are, as you can see on the slide, projects that were recommended in a phase of planning or design in the previous cycles, either Cycle 3 or Cycle 4, that were not recommended for their next phase.

That is not because they aren't ready, and it is not because they were not wanted by those municipalities.

It's simply a result of the way that they landed in the ranked order.

So the next project in ranked order was a very large construction project. I believe it was over \$10,000,000.

And the reason that you don't see any other projects being recommended in 2029 for Cycle 5 is because we couldn't fund the project that was next ranked.

And even though there may have been other projects that could have fit into the amount of funding that we had left over, which was approximately 4.9 million dollars, they just didn't rank high enough to be recommended.

CHAIR COOLMAN: Well, I -- I have some concern that, as a planner,

that I don't want to get in this position where we don't have money to fund something and we have a project ready to be funded.

And I don't know how you can look far -- I hope someone's looking farther ahead.

So the -- to me, this is a glitch. And that's why I just don't want to have -- not be able to fund something that's ready to go, that's been approved, and not have the money.

And I guess (inaudible), correct?

MS. CASSINI: As I mentioned, we did have sufficient money --

CHAIR COOLMAN: Pardon?

MS. CASSINI: -- we did have (inaudible) that was in the MAG. It's actually around \$5,000,000.

And so we could have funded more projects. And I -- I don't know -- Nathaniel, I see that you have your hand on the button.

This is a -- this is a product of the way that the second amendment is structured.

MR. KLITSBERG: The -- the last statement is true. And in connection with the -- the manner by which -- again, since the County does not conduct the evaluation and ranking, we -- that has been contracted out to the MPO, the criteria that they utilize, they place the -- the project in a particular order.

There's not a provision for them to say, okay, the third ranked project is \$10,000,000 and you only have 5,000,000 left, therefore we skip to the

next project that has a -- only a \$5,000,000 amount.

CHAIR COOLMAN: Okay.

MR. KLITSBERG: That's not something that is provided for.

CHAIR COOLMAN: Well, maybe -- you know, we're all -- we're -- we have growing pains. We're learning every time. And maybe we need to take a look at that particular phase of what the MPO is doing.

Because I have -- to not be able to fund the \$10,000,000 that was next in line, and then not be able to jump over it and fund these others, to me, is not -- is -- is just not right.

And it's not the best use of our time or our money.

And I don't -- I don't have a solution, but it looks like maybe we need to look at that aspect of what the MPO -- how they're ranking and we'll give them some more flexibility so we can move these things along.

I don't know that that's (inaudible).

MR. KLITSBERG: There are a million different ways to -- you know, I hate using this phrase, because the Animal Care people that I used to represent come after me -- there are a million different ways to skin this cat.

You have the ability -- not this board, but, again, under future amendments to the agreement, there are scenarios where you could be discussing whether or not you allow new projects to be put into a cycle versus just next phases of existing projects, so that you're really focusing on, okay, let's not look at something new which may, for whatever reason, rank

high, until we've gotten finished with things that got into a planning or design phase.

There are a number of different ways. It's certainly something that is part of the discussion that's ongoing.

CHAIR COOLMAN: Well, that sounds extremely logical. And I've encourage the County to (inaudible) that (inaudible).

MR. KLITSBERG: It certainly is something that will be discussed with our -- in collaboration with our municipal partners.

CHAIR COOLMAN: Thank you.

MS. CASSINI: So, with that, would you like to entertain a motion to approve the five-year plan?

CHAIR COOLMAN: I will call for a motion to approve the municipal projects as proposed today.

UNIDENTIFIED SPEAKER: So moved.

UNIDENTIFIED SPEAKER: Second.

MS. PENNANT-WALLACE: Second.

CHAIR COOLMAN: All in favor?

Any opposed.

Wonderful.

**VOTE PASSES UNANIMOUSLY.**

CHAIR COOLMAN: I believe we're ready to move into discussion items.

And because they're discussion items, there's no vote, correct?

MR. KLITSBERG: That is -- that would be correct.

MS. CASSINI: All of your action items were completed.

I did just, if you wouldn't mind, just very quickly wanted to point out that the next step for the five-year --

CHAIR COOLMAN: I don't want any of the cities to leave, because I want to (inaudible) --

MS. CASSINI: You're not on mic, sir.

CHAIR COOLMAN: Huh?

MS. CASSINI: You're not on your mic.

CHAIR COOLMAN: I don't want any of the cities to leave. I want to offer them the opportunity, if they want to come up here and say anything they would like that would make our lives easier, or more difficult, or your lives more easy or difficult.

Please -- can I do that if it's not on the agenda?

MR. KLITSBERG: The -- the municipalities are here to discuss various items that may be future discussion items were you to call for (inaudible).

CHAIR COOLMAN: So can I ask (inaudible)?

MR. KLITSBERG: It depends on which item you're taking, right? And if you're going in order in your discussion items, the next one is the program performance metrics.

CHAIR COOLMAN: Well, I just don't want to lose them. So I don't know if what they're here to talk about -- you're saying that it has to be on this agenda for them to talk about it?

MR. KLITSBERG: Well, again, the items that are remaining are discussion items. If there were Non-Agenda topics that the cities wish to speak about, they would have come up to speak during the -- the public comment earlier.

I believe that they're here to discuss --

CHAIR COOLMAN: Well --

MR. KLITSBERG: -- items that are (inaudible) --

CHAIR COOLMAN: -- so I can ask them, as a Chair Report, if they have anything they'd like to say, so I'm just going to advise them that they shouldn't leave.

Thank you.

UNIDENTIFIED SPEAKER: Don't go nowhere.

MS. CASSINI: Thank you, Mr. Chair.

So, on the slide, you'll see that once this is completed, we'll do our typical transmittal letter, which goes to the County Administrator.

And I did want to point out that if there are any board members or members of the public that are interested in participating in the budget workshop on August 27th at the County Commission, it will be very high level, looking at the surtax capital funds based on the recommended budget

that was released on July 15th.

CHAIR COOLMAN: So this is basically a typical outcome of this meeting.

MS. CASSINI: It is.

CHAIR COOLMAN: Formally presenting our approvals to the County Commission.

Thank you.

MS. CASSINI: Correct, sir.

## **DISCUSSION ITEMS**

### **I PROGRAM PERFORMANCE AUDIT FEEDBACK AND DISCUSSION - SESSION 1 (OFFICE OF THE COUNTY AUDITOR)**

MS. CASSINI: And next up is the Office of the County Auditor.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. ROGERS: Okay. Well, can everyone hear me? Okay.

Okay. So today (inaudible) --

CHAIR COOLMAN: Can you move closer to the microphone?

MS. ROGERS: At our last --

MS. CASSINI: Yes, that's good.

MS. ROGERS: Okay. At the last meeting, several members raised some questions about having performance audits. So what we're going to present today is sort of an outline on how we might have that discussion and be responsive and kind of bring together a good project.



Performance audits could cover a broad spectrum of things. The surtax covers a broad spectrum of things. So we wanted to have this introductory kind of discussion about what we're going to discuss.

But first, thank you all for wanting a performance audit. We don't often get called and asked to do audits, so that's very exciting for our office.

But -- let's click.

MS. CASSINI: Do you want me to click for you?

MS. ROGERS: Yes, please.

MS. CASSINI: Yeah, I'm happy to do that.

MS. ROGERS: Thank you.

CHAIR COOLMAN: Excuse me, what might be helpful is for you to tell everyone what this performance audit exactly is, who are you audit -- I mean --

MS. CASSINI: She's going to --

CHAIR COOLMAN: -- just to give a general background to us.

MS. ROGERS: Sure. And, actually, the answer is we don't know yet. We're going to solicit your feedback as we develop that plan.

So let me get through these slides, and then hopefully you'll -- you'll understand that process that we were thinking so that we can really be as responsive as possible to what the board is seeking here.

So just as a timeline, here we are today. We're going to have this initial discussion that will hopefully set us up for the next meeting on October

25<sup>th</sup>, where we'll have a facilitation session.

And then we're going to gather a lot of feedback. And then at that point, our office will take that, sort of put it together, come up with some sort of ideas, a plan, what we call a scope of services, and hopefully have some good suggestions that we'll bring back, (inaudible) you guys an opportunity for additional input, and then we'll talk about the recommended audit approach.

CHAIR COOLMAN: Let me rephrase my question.

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: A performance audit of what? I'm -- I assume it's the projects and --

MS. ROGERS: Okay.

CHAIR COOLMAN: -- (inaudible) --

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: -- (inaudible).

MS. ROGERS: I -- I -- okay. A performance audit could be a broad spectrum of things.

And maybe, Gretchen, would you progress to the next slide?

We -- we can look at -- we can do a performance audit of lots of different things. Surtax covers a lot of things.

And -- and this is why we wanted to have this meeting today, because I walked away from the last meeting also going, a performance of what?

CHAIR COOLMAN: I -- I thought, if I remember correctly, and I think -

-

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: -- it was Phil or -- or our past Chair wanted to understand how the contractors were performing, were we meeting our deadlines, were we on budget?

Phil, correct me if I'm wrong, but I think that's what you were asking about when we talked about audit years ago.

MR. ALLEN: In our formative stages, yeah, we did discuss -- I think we talked about the issues of performance auditing and how that -- I guess where I'm coming from now is, you know, what is the question that we want to ask? I mean, what do we want answered? Is it -- is it a component of the -- of the program or is it the entire program?

I mean, before you -- your audit is going to be based on what you want to be answered, not what the answer is, but --

CHAIR COOLMAN: Okay.

MR. ALLEN: -- what could be asked of the auditor to provide that.

So it can be as small as, well, we -- I want you to look at the electric bus acquisition. Was that (inaudible).

UNIDENTIFIED SPEAKER: Yes.

MR. ALLEN: (Inaudible) professional and state of the art way of doing things.

Or the question could -- is how efficiently are we as a board in making recommendations to meet our obligations under the --

UNIDENTIFIED SPEAKER: Uh-huh.

MR. ALLEN: -- surtax law that we operate under.

CHAIR COOLMAN: Okay. So this is a fact-finding mission by Laura here to see what we're -- what her scope is.

MS. ROGERS: Yes. Yes. So what we're going to do today is talk about, as Phil said, just to -- to have a better, productive conversation. And I wanted to set the stage for that so that between now and October, everybody has a chance to think about what is that question.

Is it a big picture question? Is it a -- a -- a more microscopic look at one aspect of a program? What would be the priorities of those questions?

And even to point out, there doesn't just to be one audit. You know, we -- we can do lots of audits. You know, but -- but (inaudible) the higher priority. What (inaudible) thinking about what's a good first audit and then where do we go from there.

So that's some of the framework.

So my apologies. I -- I hope, in not knowing what we're going to be doing the performance audit on, I'm actually being more responsive to you by saying we want to hear what you want before we just, you -- you know, make a decision on an aspect of a program.

CHAIR COOLMAN: My apologies for not exactly being clear, but I'm

the type of person I'm not ashamed to say that I don't know what I'm asking for.

MS. ROGERS: And you know what? I'm here to give you some ideas to help set that stage.

So, again, just a little bit of a perspective on audit. Audit strength is really in a retrospective position, how well did we do, did we get where we wanted to go, things like that.

We can look at the current status of a program, where -- where is it functioning right now, what is the management controls and oversight.

And if we were going to do something along looking forward perspective, sometimes even looking at the past or looking at the present tells you are we set up to succeed moving forward, do we have a path, do we have the tools that we need to get there in the future.

Every audit that we do always includes opportunities for improvement where if we -- we find a concern, we also make a suggestion on a way to fix it or a way to do things better.

And, again, we -- we could have our audit for now and our audit for later. And we could have a phased approach. We could always build from one aspect to another.

And as a first suggestion, if you don't mind, I'm thinking that maybe we wouldn't know where to start a conversation. I -- I just kind of quickly brainstormed a little bit, and this is with Ms. Cassini's feedback also.

Here we are at five years in. Maybe we just kind of want to do a pulse point kind of performance audit, looking at where's the program, what have we been delivering, what have we been funding, what are the programs, are we consistent with the ballot, did we -- how are following through on the -- the plan. If something is different, are we following the spirit.

And I'm kind of just brainstorming just to give you some suggestions.

What monies has been spent where, how does maybe surtax funding fit in in the bigger picture of what is County funded.

I think Transportation Department had a great slide where they showed you all the different funding sources.

But maybe there's broader questions like that.

So this is just an initial suggestion. Maybe we just want that kind of pulse point transparency and accountability, even the (inaudible) that this board itself serves, are -- are you meeting the expectations of the public of what was set forward on that ballot.

There was recommendations about structuring this program. Do we want to take a look at that?

And then what we were thinking, if we took an approach like this, maybe then it helps set the stage for what the second audit might be, you know. And when we start at a bigger perspective, then we can drill down to maybe, hey, this was something that maybe we're a little bit off where we want to be; let's take a closer look and see what we can do there.

So I have on the slide there maybe that's a Phase 2 performance audit.

And then I want to introduce another concept as well. An audit like this could be something that could be readily completed by our office. We also have options, if we had different questions, that we could also get an outside consultant. And I'm going to speak a little bit more about that.

But this approach here or certainly something like that is something that could be completed by my office.

MR. ALLEN: If I could perhaps --

MS. ROGERS: Sure.

MR. ALLEN: -- offer a discussion item here.

It's -- who is this directed to assure you have higher distance? I mean, are -- are we doing this on our own or are we doing this on behalf of the Appointing Authority, which was instrumental in getting the tax to the public in the first place, or is it (inaudible) the County Commissioners who we make recommendations to?

I mean, are we trying to start a program performance -- performance audit -- I, well, call it an audit --

MS. ROGERS: Uh-huh.

MR. ALLEN: -- it's different than a financial audit.

Who are we trying to address with this?

MS. CASSINI: I was -- so -- so if I may, Mr. Chair. It seems like that

was directed at me.

I -- I -- I want to just maybe provide a little bit more of setting the table of why this conversation is happening.

If you look through your May 10<sup>th</sup> meeting minutes, there's a couple pages of discussion several of you had with the larger group about some things that you would like to look at and that you thought this might be a good time to do some type of audit to evaluate performance metrics, whether or not the program was actually doing what it was intended to do, are we meeting our goals, are we being consistent with what we told the voters, the financial plans.

So when the Office of the County Auditor reviewed your verbatim minutes, they started to try to structure what this presentation could be to try to elicit additional feedback from you.

And I don't think, to your question, Phil, that there is -- we do not know the answer. So, you know, I think Laura needs to hear from you about what is your -- what are your expectations, what is the audience, what is the scope, what are -- what did you intend by that conversation.

MR. ALLEN: I -- I -- I apologize. I -- I had to leave early that meeting. I missed that discussion. I did not review the minutes as it relates to that particular item. So I apologize. That's a big surprise (inaudible) why it's here.

So I -- I'm fine with this -- with that.



I think it's a little -- it may be a little bit too much for (inaudible) today to really answer that question. I mean to --

MS. ROGERS: Uh-huh.

MR. ALLEN: -- to hone in on what we want to have audited.

I'll review the minutes here when I get home specifically as to whether I can determine what -- what the intent was.

CHAIR COOLMAN: Anthea --

MS. ROGERS: Let me hopefully answer some -- some of those questions there.

First, that's why we're having our discussion today, so that we're ready for that session on October 25<sup>th</sup>, because we do recognize there's a -- a wide range of topics, things to consider.

And so to do that without people having had an opportunity to have the kind of forethought and planning on what's most important, we recognize that.

That's why we -- we wanted to have this today to set the framework for next time.

As far as the audience for that, all of our audit reports are always presented to the Board. They're usually on -- Board of County Commissioners. They're usually on the Board's agenda. They're made public.

But, by the same token, we can bring that here, have a full discussion

of that audit report. The audience in this case is the -- this board that asked for it, but our audience is always the public.

MS. PENNANT-WALLACE: Actually -- actually, that was going to be part of my comment that the audience that you're preparing this for has to be the public. And it is really about auditing ourselves to make sure that we are delivering what this board was intended to deliver.

I think that whatever the template is, it should be developed in a way that will allow us to do this maybe every five years or every three years, whatever. We need to define what that timeline is.

And we need to be consistent, because it will allow us to measure our progress as we move forward.

So if we decided that there are five items, or six items that we want to audit, that same, you know, template, essentially, should be kept throughout the years so that we can -- unless, of course, something dramatic that we decides needs to be added.

But it's really about making sure that we are being accountable to the public we're here to serve. We're just a stewardship with dollars, making sure that we are not just signing off on everything that is presented to us as it should -- as -- as presented.

We just really want to be good stewards and we're holding ourselves accountable, and that's part of the reason for having an audit.

MR. ALLEN: And I would just question, though, your -- we are not

elected by anybody in the public. We were elected by the Appointing Authority --

MS. PENNANT-WALLACE: Yeah, I know we were not --

MR. ALLEN: -- (inaudible).

MS. PENNANT-WALLACE: -- elected by the --

MR. ALLEN: So, I mean, I -- I don't want to get in a position that we're holding ourselves out to be the representatives of the public. We are their servants.

MS. PENNANT-WALLACE: We're -- we're serving the --

MR. ALLEN: Right.

MS. PENNANT-WALLACE: -- the taxpayers.

MR. ALLEN: Right.

MS. PENNANT-WALLACE: And so I know we're not elected.

MR. ALLEN: It's just a fine line that you walk here between what is political versus what is professional --

MS. PENNANT-WALLACE: Right. We're -- we're here to serve the public and so --

MR. ALLEN: (Inaudible.)

MS. PENNANT-WALLACE: -- we want to be sure that we are accountable to the roles that we serve in.

MS. ROGERS: If I may, thank you. Those -- those are some -- some very important comments.

And I'm going to even skip a little bit ahead. The slide that's on the screen right now is what -- what I kind of think of as a reference slide for everyone to look at to think about going into the October 25 meeting.

But -- but to the point that you just raised about performance metrics, that -- that's another opportunity that -- that we have here in -- in structuring what we look at.

And I -- I hear this board ask good questions and wanting to understand.

And -- and I'm not trying to speak on -- on anyone's behalf, but just what I've observed.

The board seems very concerned about the impact of these dollars and these programs. Perhaps there are performance metrics, areas that are of concern, or across the board.

Maybe we want to develop some of those performance metrics or coalesce them in one place. Because I -- I know County agencies are tracking all kinds of data all the time, but maybe it's just not in front of this board just yet.

But those are things that maybe we can look at and see it every -- not every year, every five years when we have that measurable difference.

And I'm just going to use a quick example, but we had our traffic presentation today where they spoke about 320 of 1400 intersections will have this data. Maybe we want to look at how many -- just as an example,

how many have it now. Five years from now, how many have it, how many have it, so we can see the impact of those dollars.

So maybe -- maybe the board has specific questions. maybe the board just wants to say, auditors, we are concerned about X, Y, and Z. You come back and tell us what those should be, you know.

So there's all different kinds of ways to approach it, but what you're suggesting as far as like five year look -- looking points, that's another idea.

And, Mr. Allen, you -- you suggested, you know, audit asks -- answers the questions how are we doing. So just (inaudible) have a specific question, how is X, Y, Z doing, then bring that.

You know, there's all kinds of things. And, again, the slide up front, specific areas of operations, County programs, specific areas deliver -- delivery. Looking at the municipalities.

(Inaudible) knowing what those metrics are. We're thinking about what metrics we might want. Thinking about what's most important.

And then also understanding that when we have discussion, we're going to have a lot of information. There's probably going to be a lot of different ideas.

And then when we move on from that, our office would take those ideas, kind of put them in manageable chunks, thinking about them as in the broader scope of our audit plan what approaches might be best, and then sort of present back to you what we suggest would be the most beneficial as

well as efficient audit approach.

MR. ALLEN: Well, I think we could -- Mr. Chairman? Permission to speak?

CHAIR COOLMAN: You always have my permission to speak.

(Laughter.)

MR. ALLEN: I -- it could be as broad as how's the surtax going. I mean --

MS. ROGERS: Uh-huh.

MR. ALLEN: -- ordinance was passed, we're five years in, how have we done. Or it could be specific. And -- and I think this is something for a discussion at the October meeting is what is the question we want to have answered.

You know, maybe we take a smaller piece of that overall surtax, such as I know one topic that keeps coming up is traffic light signalization. What's the history on signalization? Where are we at today? How -- how have we changed the process, et cetera. That would be, you know, a potential smaller piece.

We see how -- how that goes and the process goes for that to somewhere down the road we might want a program performance at ten years saying, how has the surtax performed. I mean --

CHAIR COOLMAN: I'm -- I'm taking my homework home with me, okay?

Number two, let me get back and start to put this together. I want to make sure we're not spending too many dollars on this issue. (Inaudible), you know, that's what we're here for, right?

MR. KLITSBERG: Well, again, this board doesn't have the ability to direct the expenditure of dollars. We'll make its recommendations to --

CHAIR COOLMAN: No --

MR. KLITSBERG: -- the --

CHAIR COOLMAN: -- but we have the ability to decide whether we want to go ahead with this audit once we know what it costs, right?

MR. KLITSBERG: Well, again, it will be your advice our recommendation --

CHAIR COOLMAN: We understand. We only -- we can only recommend, which is -- which is okay for now.

(Laughter.)

MR. DONMEZ: Chair?

UNIDENTIFIED SPEAKER: Chair, (inaudible).

CHAIR COOLMAN: Erdal.

MR. DONMEZ: I think this is a great opportunity for this board to ask for a study or audit performance. It's -- it's about the curiosity of, you know, the public, the taxpayers and what we've done the past five years, in those five years. And that could be used as a, you know, (inaudible) comparison --

UNIDENTIFIED SPEAKER: Uh-huh.

MR. DONMEZ: -- for the future.

I think we have the program outline from the beginning when we went to the voters (inaudible) we, you know, promised them. And (inaudible) these improvements, whether it's capital or -- or (inaudible) inefficiencies.

I think you can come back with a proposal of (inaudible), you know, some of these important salient issues and in the end, it will be quite, you know, useful for the public to (inaudible) and -- and -- and -- and also County Commission. And --

UNIDENTIFIED SPEAKER: Uh-huh.

MR. DONMEZ: -- it's being done by your office. And I (inaudible) you know, credibility (inaudible). And -- and we are also proud to have that done. We're looking at it as a way of testing ourselves, improving, you know, processes, and -- and, you know, opportunities for improvements.

And I think however this idea evolved, I think it's going to be a good time in the fifth year to have this, you know, study (inaudible).

MS. ROGERS: Thank you. I appreciate those comments.

And that is why we -- we offered just that one suggestion. Maybe -- maybe, you know, that's -- that's where the board wants to go.

But as Phil said, a lot to think about. There's other questions. That's why we want everybody to have a chance to think about it by October, and then we can come up with that approach.

And, again, my office usually performs the audits. We do have the



ability to seek outside consultants if we needed to. And in that case, just for framework, our office would most likely leave that solicitation to the project manager and contract administrator for any other -- if there was an outside auditor (inaudible).

CHAIR COOLMAN: Ms. Rogers, thank you --

MS. ROGERS: Yes.

CHAIR COOLMAN: -- if you're finished.

I would ask staff to make sure that these documents, these four or five pages, are emailed to the people who are not here today and let them know the schedule and that we're going to have an extended -- or a short discussion about it at our next meeting.

MS. CASSINI: Absolutely, Mr. Chair.

CHAIR COOLMAN: Thank you.

MS. CASSINI: This is part of the material that were distributed to all the members. Also goes to -- to the website and available to all of our stakeholders.

CHAIR COOLMAN: Well, but specifically I want to pull these out and send a separate, pointed document to the members who are not here today that can't take it home so we -- we don't have somebody showing up and getting educated on-site.

MS. CASSINI: Got it.

CHAIR COOLMAN: Thank you.

MS. CASSINI: No problem.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: If -- if I could, Mr. Chair, based on the fact that we have people from the outside that are here and we are running quite a bit over schedule, I was hoping that we might be able to skip the sunset review discussion, put that at the end, and deal with the municipal -- BCCMA discussion?

CHAIR COOLMAN: I agree. I thought we had four minutes left.

MS. CASSINI: Correct.

(Laughter.)

MS. CASSINI: Oops. Sorry. It's a little bit -- little bit too much.

UNIDENTIFIED SPEAKERS: (Inaudible.)

**III BROWARD COUNTY CITY MANAGERS ASSOCIATION  
PROPOSALS FOR A THIRD AMENDMENT TO THE  
TRANSPORTATION SYSTEM SURTAX INTERLOCAL  
AGREEMENT - STATUS UPDATE**

MS. CASSINI: So at this point, we do have representatives from the BCCMA, which is the --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- Broward County --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- Broward County City Manager's Association. They

have a Surtax Subcommittee. I believe the Chair, Karl Thompson, representative from Weston is here, and -- and Pamela Landi, who's also on the surtax subcommittee, is a representative from the City of Wilton Manors are here to provide an update.

CHAIR COOLMAN: So this is over and above the April 30, '24 letter? (Inaudible.)

MS. CASSINI: This is where -- where they are since that letter. So what have they been doing in response to receiving that letter.

CHAIR COOLMAN: Okay. Thank you.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: You have more than four minutes, okay? Don't worry about it.

MR. THOMPSON: I won't take more than four, I guarantee you.

Good -- good afternoon, everyone. I want to thank everybody for volunteering your time to be on this board.

So since we met with -- I'm -- I'm Karl Thompson, by the way, City of Weston Assistant City Manager, one of the members of the subcommittee, with Pamela Landi from the City of Wilton Manors here, also a member of the subcommittee.

We have been working (inaudible) and in partnership with Gretchen and Nathaniel, and we met with the County Administrator in April.

We had presented a term sheet of what we thought would be best,

would be advantageous to be in the third amend that we are all seeking to get done as soon as possible.

And we had very good, productive discussion with the County Administrator and there were some things we wanted to take back for our membership to reaffirm, some new things, and then some of the things we want to reaffirm with -- with the city managers to then go back to the County and -- and say this is -- again, we are reaffirming what we -- we would like to see in the third amendment.

And so we have a meeting, the city managers bi-monthly meeting is next week, Thursday. We -- we will be presenting these items to them. We're going to take a vote and then transmit the results of the vote on the term sheet to the County Administrator.

I do not want to get ahead too much of that point -- of that schedule, only to say that we have an ambitious schedule of getting the document at least drafted as a final version and (inaudible). But we (inaudible) the end of this year, okay?

So ambitious schedule, and everybody's going to have to work together to get it done.

With that, we have heard there are something that just the board has said that are contained in some of the term sheet requirements to (inaudible) just to improve the document.

It was a learning for everyone coming in, and we want to just make the

document equitable to everybody, to be flexible (inaudible) some of these restrictions that the second amendment now (inaudible).

And this -- to me, it's very -- it's very simple. There are three or four major points we want to get in there and get done.

If you have any questions for me --

CHAIR COOLMAN: One, thank you for being here.

Two, I want to assure you that this board has met with the County Manager to ensure that we will have some input or review or something of the third amendment, because we believe it can make our jobs easier and it can help us do what we're assigned to do.

So, one, I thank you for coming and we're looking forward to more dialog as time goes on.

And I -- I'm glad to hear we're shooting for the end of the year.

Good luck.

MR. THOMPSON: Okay. Thank you.

CHAIR COOLMAN: Anybody else have anything?

Thank you.

MR. THOMPSON: All right. Thank you.

## **NON-AGENDA**

MS. CASSINI: Now, Nathaniel, is -- are we able to move into Non-Agenda to have the cities that are still here speak? Is that acceptable?

MR. KLITSBERG: Absolutely. If we want to -- if the Chair wants to

jump around so that the folks that are still here can speak, and then we can go back to the sunset review item --

CHAIR COOLMAN: Is the sunset the only thing --

MR. KLITSBERG: -- absolutely.

CHAIR COOLMAN: -- we have to talk about?

MS. CASSINI: Correct.

MR. KLITSBERG: Yes.

CHAIR COOLMAN: Well, then we -- then we -- we're not on the clock per se, but we want to --

MS. CASSINI: Can you use your mic?

CHAIR COOLMAN: -- (inaudible) --

MR. KLITSBERG: You're off mic.

### **CHAIR'S REPORT**

CHAIR COOLMAN: -- we want to go down to the Non-Agenda Chair Report where I have the opportunity -- is there anyone from the cities still here today that would like to come up and say anything that would make your life easier, our life easier or harder?

I would welcome you to come up and -- please, come up. Introduce yourself and tell us what's on your mind.

MS. KROLAK: Thank you so much for this opportunity. (Inaudible.)

MS. CASSINI: There you go.

MS. KROLAK: My name's Julie Krolak. I'm Director of Development

Services with City of Coral Springs. I really appreciate this.

It's been great working with your staff for -- for projects, and we actually submitted for a couple projects for Cycle 5 as part of a bigger project that I -- I welcome the opportunity to tell you a little bit about that project.

I'll try to keep it succinct, and I can talk about the Everglades Memorial Loop all day if you let me, but I promise I won't today.

Just to give you a little background about the project, it is a -- a little over ten mile multi-use path that we're looking to develop in the city.

Portions are already constructed. We're going to be widening in some places, creating new trail in some places.

It's on the west side of the city. It's generally bounded by Atlantic on the south, (Inaudible) Ridge Drive on the east, Wiles Road to the north, and the Everglades levee that's existing right now.

We really feel that the Everglades is a -- is an amenity that we as a County have that we want to start looking west a little bit more.

Anybody who's been to the Atlantic trail head in an evening, you know it's packed, there's no parking. You know, it's just packed full of people.

So we really want to start looking at Everglades. And we've looked at creating this -- this multi-use path which we submitted two projects for Cycle 5 this last round.

We really think this is going to be a true countywide partnership project. We've already worked with the Cities of Coconut Creek and

Tamarac. We have letters of support and resolutions of support for the project from them.

We've had discussions with FDOT and the Turnpike Authority already about it because part of the project includes a pedestrian overpass from the Wiles Road to the levee.

Both Broward County and MPO staff, it's on their priority list as well.

And we have several private investors as well that are construction portions of the loop on their private property as we're coming and redeveloping. We have three projects already that have contributed to the loop and built their portion. So we've got about a mile already done for that as well.

Once complete, the project will tie in to multiple existing greenways. One, Everglades Trail that goes all the way up to the Lake Okeechobee. It'll also tie in to the existing Cypress Creek greenway, State Road 84 greenway, as well as the (Inaudible) Road corridor.

So, and then actually it really will be a County impact in -- in combining all those (inaudible) together.

We completed a (inaudible) report to look at the -- the Everglades (inaudible) and we have permitted (inaudible) of the nine segments.

As I mentioned (inaudible) we submitted for design for Cycle 5.

We also wanted to understand what the economic impact would be for this project, and we're looking at over \$26,000,000 impact countywide to it.



And that's largely because (inaudible) of the 1800 business within five miles of the project.

So we're looking forward to working with you all on this.

And, again, I appreciate the -- the chance to come and talk to you about it, and look forward to seeing you all soon.

CHAIR COOLMAN: Is this -- what's this -- it's in Cycle 5. Money's been --

MS. CASSINI: No, no money.

MS. KROLAK: No, we submitted for Cycle 5. It -- it ranked too low --

CHAIR COOLMAN: -- what --

MS. KROLAK: -- that --

CHAIR COOLMAN: -- what's --

MS. KROLAK: -- that cycle.

CHAIR COOLMAN: -- what's the status of the MPO ranking on that?

MS. KROLAK: It was ranked -- let's see -- Project Number 2, which was Segment 9, which is the bridge, we submitted for design for that project. That was ranked 30<sup>th</sup>.

And then Segment Number 5, which is Royal Palm Boulevard, that segment ranked 49<sup>th</sup>. And that was for design and, later on, construction.

CHAIR COOLMAN: So if it's ranked that low, what's that mean?

MS. CASSINI: It -- it means that it's not being recommended for funding.

CHAIR COOLMAN: What about the other?

MS. CASSINI: Neither of them would be recommended for funding.

35 and 49 --

CHAIR COOLMAN: (Inaudible) --

MS. CASSINI: -- those two are recommended for funding.

CHAIR COOLMAN: -- does the city understand or -- why it's not being recommended for funding?

MS. KROLAK: We do. We'll continue to work with your staff.

I just wanted to have the opportunity to tell you about the whole project, since you offered.

I appreciate it, and I -- we are looking (inaudible) our application (inaudible) cycle.

CHAIR COOLMAN: So you're working on getting it approved.

MS. KROLAK: Absolutely, yeah. We'll --

CHAIR COOLMAN: Okay.

MS. KROLAK: -- be back again so I want you to (inaudible) --

CHAIR COOLMAN: Again? Okay.

MS. KROLAK: -- back again (inaudible).

CHAIR COOLMAN: So what city again (inaudible)?

MS. KROLAK: City of Coral Springs. Coral Spring.

CHAIR COOLMAN: I'm having trouble today.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: (Inaudible.)

(Laughter.)

CHAIR COOLMAN: What city?

MS. KROLAK: Coral Spring.

CHAIR COOLMAN: Of course. Coral Springs. Okay. (Inaudible.)

MS. KERLAK: So thank you. I appreciate it.

CHAIR COOLMAN: Thank you.

MR. ALLEN: So because it wasn't recommended, it's not reviewed for eligibility under (inaudible).

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: No, it was -- it was reviewed.

MR. KLITSBERG: Mr. Allen, all 60 projects that were submitted this year are reviewed for statutory eligibility by our office before they go into the evaluation and -- and ranking process with the MPO.

So this project, both of the Coral Springs -- actually, I think -- did you -- I don't know if you (inaudible) --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. KLITSBERG: -- all of Coral Springs projects were reviewed this year and were determined eligible.

MR. ALLEN: The trailways projects or the master plan for trailways, wasn't there some issue as it related to the eligibility under the ordinance, that I think that was under the gas tax or something like that?

MR. KLITSBERG: Those issues have been resolved.

Well, all -- those issues in terms of that project that you're speaking of have been resolved. That is a surtax-eligible project. And (inaudible) the project (inaudible) additional 200,000 funding from the surtax (inaudible).

MR. ALLEN: No, but there was a master plan (inaudible) the trailways.

MS. CASSINI: That is what he's referencing. You all actually, as Nathaniel just mentioned, you just approved adding \$200,000 to that project to allow it to get back to its original intended scope and extend the schedule.

Actually, I think we just got the fully executed -- well, partially executed agreement back.

MR. KLITSBERG: I -- I might have signed it during (inaudible).

MR. ALLEN: And this (inaudible) project in -- in Coral Springs, that was part of that master plan?

MS. CASSINI: No --

MR. ALLEN: No?

MS. CASSINI: -- it's not. It's actually separate and distinct from the master plan. But it was submitted to the MPO process and evaluating for eligibility.

And it was deemed eligible for surtax, it just didn't rank high enough to be recommended for funding.

CHAIR COOLMAN: Just a general question, I guess, for that is

maybe we need -- I -- I'd like to know how they rank these projects, because we have all these projects, and, oh, that's ineligible, that -- or it's so far down the road. Is that --

MR. KLITSBERG: There -- again, it's not a question of they're -- they're not eligible.

Again, this year, there were 60 projects. I believe 56 were fully eligible, one was partially eligible. There were only less than a handful that were not deemed eligible.

Then, at that point, the MPO does their qualitative analysis --

CHAIR COOLMAN: Right.

MR. KLITSBERG: -- and ranking to determine which of these are the

--

CHAIR COOLMAN: Okay.

MR. KLITSBERG: -- best projects to receive funding.

CHAIR COOLMAN: I guess what I would like to have come back to this board, I would like to know what the MPO is using to rank these projects, because I don't want to -- I want to know -- I have some suspicions that maybe some things aren't getting high enough ranking.

But I could be wrong, so is -- can I ask that we have a -- a -- send something how does the MPO rank projects?

MR. KLITSBERG: Gretchen, do you --

MS. CASSINI: So, Mr. Chair, and -- and, please, Nathaniel, jump in --

the -- as -- as we talked about, and when the MPO does come and do their presentations with you, they talk through the evaluation and ranking requirements.

Evaluation and ranking criteria are actually listed in the second amendment. There are primary criteria, there are secondary criteria.

The MPO has some obvious level of flexibility in determining how primary and secondary criteria are weighted.

They have control of the process and the tool, but they do come and provide you with that information.

CHAIR COOLMAN: Well, you're saying it's in the second amendment. I'm wondering whether, since we're going to have a third amendment, whether we change anything that -- we have an obligation here to see that this money is spent properly -- I hate to use the word equitably -- but to me, I want to -- I would like to see, black and white, something I can read that says, here's how they rank them.

And if -- if -- if we're -- if -- if I see what I think I might see, we might ask for some changes.

I think that's within our purview, isn't it?

MR. KLITSBERG: In -- in terms of the latter question, you certainly have the ability to express your -- your opinions as -- as a board with regards to the evaluation and ranking criteria -- let me rephrase -- how the evaluation and ranking criteria are being weighted, because that is, in essence, what the

MPO does.

The MPO has, again, under the agreement that the County and the cities have, under the interlocal agreement, the County and the cities have agreed, this is a list of primary criteria that will be used to rank these municipal capital projects; these are a list of secondary criteria that are going to be used to rank these projects.

Every year, the MPO takes those primary and secondary, makes its own internal recommendations on how much weight to give to those.

They're every year discussed with the cities before the application window closes.

They are, again, also discussed with -- when the MPO comes to the Oversight Board in terms of how they are weighting the various different criteria.

And it -- the cities don't come into the process every year not knowing how each of these is being -- you know, how each of those criteria is going to be allocated points towards the system.

CHAIR COOLMAN: Did I understand you to say each year they change the weighting?

MR. KLITSBERG: Each year, there's -- based on -- there's a determination that's made. Each year, the MPO will go and review and have discussions with MAP staff, there are discussions that go out to the cities in terms of is, you know, the focus going to be X, Y, or potentially X, Y, or Z in

terms of some discussion about, you know, the nature of the projects that have come in previously.

Have we been ranking the -- the impact or have we been giving enough points to impact on school safety zones? Well, maybe we need to tweak that, and that gets X points versus Y points as it has in years past.

That is within the MPO's purview under their services agreement with the County to make those recommendations and determinations as to how many points to give each of the different criteria.

Again, they have a list of primary criteria, so they can't take secondary criteria and make it, you know, 90 out of the hundred points. They still are tied to primary criteria and secondary criteria.

And this is what's been agreed to with the cities under the second amendment.

How things get ranked is certainly one of the primary things that has been discussed with the cities on a number of occasions in our meetings, and whether or not there needs to be more flexibility, whether there needs to be a different process where, again, the County and the cities in collaboration with one another make a determination more frequently what needs to be the focus (inaudible).

CHAIR COOLMAN: Is it -- is it in our purview for us to ask to see what last year's ranking system was?

MR. KLITSBERG: Absolutely.



CHAIR COOLMAN: I would like to understand. Because I don't want, as the gentleman that didn't stay for the whole meeting but pointed out, we know we rank last in safety, bicycles, and all that.

I just want to see what system we're using to make sure that -- that we might have some recommendations to change it.

MR. KLITSBERG: Well, I -- I am sure that we can provide both a copy of what the -- the -- the program and plan that was distributed out to the cities this year from the MPO was.

I make the assumption that we have last year's that we can provide as well.

CHAIR COOLMAN: That would be good to see how that -- I'm a little - - I guess it's better that it changes every year, but, to me, that seems a little awkward.

MR. DONMEZ: Chair, if I may. And obviously, MPO's job is to follow the criteria, and it's not easy when you have limited funding and -- and -- and many, you know, highly ranked, you know, projects.

But what happens if they rank projects, quite a few, and -- and the funding obviously doesn't cover those, you know, projects?

Can we ask to supplement the -- the -- the -- the spending? Do we have that -- that sort of --

MR. KLITSBERG: That -- that isn't within the -- the Oversight Board's purview.

There are provisions that are provided for in the interlocal agreement between the County and the cities where they have the ability to make requests to the County in certain circumstances.

MR. DONMEZ: And -- and not really making MPO's job more difficult or more complicated, and we need to follow, you know, criteria, but if there are some X year's number of good projects but they have to wait for another cycle or two, and if there is a need for an additional \$5,000,000 and -- I mean, is that our discretion to supplement the budget?

MR. KLITSBERG: No.

MR. DONMEZ: (Inaudible.)

MR. KLITSBERG: No, it -- that's -- that is not -- the funding mechanism is not within the purview of the -- the Oversight Board.

There -- every year, there is a amount that is allocated that is put towards the MAG every particular year. That is -- the -- the -- the MPO is advised of what that amount is. the cities obviously are advised of what that amount is.

And -- and, frankly, just like any grant program, at the end of the day, there is a -- a bucket of money. And there may be 50 good projects --

UNIDENTIFIED SPEAKER: Uh-huh.

MR. KLITSBERG: -- and you have to choose the best projects, because of whatever that bucket of money is.

So, you know, this year, even though there was an additional

\$5,000,000 left over, using the ranking and evaluation criteria, the point system that was utilized by the MPO this year, they had the ability to make the recommendation that they made.

It didn't utilize all of the money because they don't have the ability, nor do -- the -- the ability doesn't exist for them to say, you know what? Even though Project Number 3, which was for \$10,000,000 had, you know, 75 points, and Project Number 4, which was only for \$5,000,000, had 73 points, we're going to flip the order.

The points are the points. That's the objective standard that they're utilizing.

MR. DONMEZ: Who has the authority to change that funding allocation per year?

MR. KLITSBERG: Well, per -- per year, ultimately, it is up to the Board of County Commissioners to determine how much money is going to be, you know, placed in for municipal capital projects.

One of the things that's being discussed with the cities is different flexible options that may exist and -- and may be able to be utilized in future years so that we can fund more projects or different projects, or prioritize them in a way that is, I guess, more nimble than what we have the ability to do under -- again, we have an interlocal agreement that has been signed by the cities and the County that we don't have the ability, without a vote of the various cities -- City Commissioners and the County Commission, to really

deviate from without creating all sorts of problems.

MR. DONMEZ: And -- and that agreement is going to -- I guess the MPO's agreement's going to expire end of the year?

MR. KLITSBERG: The MPO -- the County's agreement with the MPO runs through the end of this year. There is not currently an agreement in place for what will be happening in terms of evaluation and ranking next year. I'm sure it's going to be one of the things that's discussed with the BCCMA in terms of -- and -- and, obviously, with the MPO, because, again, has been a collaborative process. We have a three-party agreement as it sits right now. Plus a separate services agreement with the MPO.

MR. DONMEZ: So what I'm hearing from you, we could ask the County Commission to consider an allocation, you know, higher than it's been the previous, you know, years --

MR. KLITSBERG: The cities have the ability to make certain requests under the -- under the second amendment for -- for various things.

Again, this board is not part of that piece of the process.

The cities -- and -- and there have been scenarios where the cities have made requests outside of the MPO ranking process because they do have the ability to make those requests.

CHAIR COOLMAN: Is this -- is this board able to make a recommendation to the County Commission that they consider some modifications of their agreement with the MPO so that the issue that came up

this year that we could have approved Number 4 over Number 3 is something they might want to consider so there's more flexibility?

MR. KLITSBERG: That message has all -- is -- is one of the things that is -- has been part of the discussion with the BCCMA, and I know it's going to be part of the discussion as -- as we move forward with the third amendment --

CHAIR COOLMAN: So we --

MR. KLITSBERG: -- and with the agreement with the MPO.

CHAIR COOLMAN: -- we don't need to make that recommendation. You're already aware of it.

MR. KLITSBERG: Oh, it is on the list that needs to be checked twice.

CHAIR COOLMAN: Thank you.

I think we -- if there are no more city people that want to speak, we're going to get back to our third item and we're going to -- Chair's Report will go on hold for now.

MR. KLITSBERG: We -- Mr. Chair, if I could just recommend, at this point, unless there are other cities that wanted to speak, that we go back to the discussion item that remains, which is the sunset review, before we do the -- the Non-Agenda items.

CHAIR COOLMAN: I'm sorry. Number II. You're correct. I misspoke. I meant II.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. CASSINI: (Inaudible.) Hello there. My name is Marty Cassini. I'm the Director of Intergovernmental Affairs here at Broward County.

And we came here today to talk to you about the sunset review process and give you a little bit of insight (inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. CASSINI: So as part of the Broward County Charter, there is a provision that states that each board and regulatory agency must be -- that is not established by the Charter must be reviewed every four years through a process that we call sunset review.

And, again, it happens every four years (inaudible) and, again, it's something that's established outside of the Charter, so (inaudible).

And so essentially, you know, we did ask, through an online portal, just some general questions in order to (inaudible) how the Oversight Board is progressing and if there any suggested changes.

We did receive some feedback. Nothing of -- of (inaudible) note.

And then we share, and we did have a sort of virtual meeting with Chair Coolman to discuss this process.

And then, now we're -- we're here at -- at Number 3.

And then any recommendations are forwarded to the Board of County Commissioners, and then the County Commission determines (inaudible) any changes need to be made.

And so when we go through this process, you know, clearly, it's -- it's

something that's (inaudible) the intent of the original Charter drafters had that -- that -- that they didn't want boards to get stale, they didn't want to have any sort of, you know, board that was not functioning properly.

So this really is the opportunity to -- to look at it in terms of what -- what -- what is in the enacting legislation and stuff like that.

Being that this board is -- is new and running very well (inaudible), you know, don't necessarily -- and after our conversation with the Chairman, we don't have any recommended changes to it.

But, again, these are some of the things that -- you know, that we talked about because (inaudible) countywide.

So generally happy to take any questions.

CHAIR COOLMAN: Any comment from anybody? I do, if you don't.

UNIDENTIFIED SPEAKER: Okay. Go ahead.

CHAIR COOLMAN: (Inaudible) if this board was set up as part of the surtax and has a purpose (inaudible) that, how could you sunset us? And if you wanted to, how could you do that based on the fact of how we were established?

MR. KLITSBERG: Well, the -- the Oversight Board at this point can't sunset (inaudible) we can't recommend that it be sunset because it is -- we are still in the middle of the surtax program.

However, we do have the Charter requirement that there is sunset review.

Sunset review doesn't necessarily mean that you're getting to the point of going, well, should we continue to exist. That's more of an esoteric question I think we all ask ourselves every morning.

But right now, this board can't be sunset. So --

MR. CASSINI: And it's also very rare.

CHAIR COOLMAN: Well, then, if we can't, I don't want to say that we wasted your time, but it would appear to me that I -- I'm just asking.

MR. KLITSBERG: But there -- again, the board can have recommendations that it makes through Intergovernmental Affairs to -- to County administration, to the Board of County Commissioners, regarding changes or recommendations regarding the board's activities and functions, regarding how often it meets. All of those things are --

CHAIR COOLMAN: (Inaudible) --

MR. KLITSBERG: -- are part and parcel of (inaudible).

CHAIR COOLMAN: -- wonderful things to hear that we (inaudible).

MR. KLITSBERG: They were all on the --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. ALLEN: Mr. Chairman?

CHAIR COOLMAN: Pardon me. Go ahead. I'm sorry.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ALLEN: To the point --

CHAIR COOLMAN: (Inaudible) your microphone.



MR. FRAZIER: I'm just commenting over here.

UNIDENTIFIED SPEAKER: Side conversation.

CHAIR COOLMAN: Marty, I hope I didn't say anything out of school.

But, Phil, you got something?

MR. ALLEN: On that point, and that's one of the areas of concern.

You know, we -- we have in the past made recommendations to the Board that were perhaps outside of our normal assignment of determining funding and -- and managing the overall surtax, because one of the deficiencies, I think, is -- in the existing process is that we send up the line these recommendations but we never hear back specifically from the Board or from the Appointing Authority, either one, and (inaudible) saying what consideration they had done relative to our recommendations.

Now, sometimes -- in fact, I've met with the County Administrator sometimes about that topic. I know the Chair, past Chair had meetings with the County Administrator. But -- and, of course, Gretchen provides input as to the recommendation.

I guess the -- the feeling I have is sometimes we don't get the attention of the Board. The Board's busy with a lot of things, but perhaps something as simple as when we make a recommendation and that recommendation either -- you know, it's what -- what the board has recommended, then we make a recommendation to monitor something, that there is formal response from the Board that's taken up as a Board item or

agenda item on the County Commission Board that we got this recommendation from the surtax, this is why we think (inaudible) what we're doing, implement that recommendation or why we don't think that (inaudible) is necessary to be acted on.

Then I -- I don't know. I think that goes back to your point, Mr. Chairman, the -- the return -- you know, what happens to those? Do they go into Gretchen's work file to come up in the future, or do they actually get in front the Board of County Commissioners that they pay attention.

I'm not saying we as a board is necessarily right, but we have an obligation to make those recommendations to the Board, and they need to do that.

Now, the only way I see that happening is that the County Administrator prepares the agenda that the Board acts on, and all the motions, et cetera, have to clear the County Administrator.

If -- if the County Administrator is part of that recommendation, you know, is -- to do something, then that should be clear in -- in the agenda item that would come back to us, or at least in the minutes of the Board of Commissioners that we considered this item and this is why it's not -- it's not appropriate or it -- we're making a change in policy, you know, based on that recommendation.

MR. CASSINI: Well, I'm -- I'm happy to have that conversation with the County Administrator.

But when you look at, you know, this process, this specifically, you know, we are talking about (inaudible) the governing statutes of (inaudible) advisory boards, every single one is unique in its own right. Mission statements, makeup, categories, et cetera. And this one being very unique.

You know, the -- the overall legislation is really what we're talking about here.

I think some of these, as -- as you mentioned, are more operational in nature, and those are some conversations to be had.

MR. ALLEN: Well, I don't disagree that they are -- they may be operational in nature, but I think that still there ought to be some feedback to say, you know -- you know, butt out, this is none of your business, if that's appropriate.

MS. PENNANT-WALLACE: May I just chime in? I -- I don't know. You're losing me here a little bit.

I -- I think that, in the past, when we've had (inaudible) that were (inaudible) County Commissioner -- Commission --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. PENNANT-WALLACE: -- (inaudible).

UNIDENTIFIED SPEAKER: Your mic.

MS. PENNANT-WALLACE: They're -- they're going to (inaudible) what action was taken.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. PENNANT-WALLACE: I'm not sure I'm clear about what you're talking about (inaudible).

UNIDENTIFIED SPEAKER: There is no (inaudible).

MS. PENNANT-WALLACE: No, we -- when we -- we've submitted amendments or we wanted any changes, we got response back.

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: So I think there are two different things that are happening, but let me know if I -- I'm correct.

One is when you send a transmittal letter that includes recommendations that may or may not be considered out of scope of your overall role. And that recommendation -- those recommendations are shared with the County Administrator.

And sometimes she provides responses right away. In fact, I think as a result of your meetings, she made a commitment to be providing a written response to recommendations that come through your transmittal letters.

What I hear you saying, Phil, is --

MR. ALLEN: As she -- as she, in fact, provided them.

MS. CASSINI: As she, in fact, provided it.

It think what I'm hearing you saying is a little bit different, and that is do those recommendations ever make it to the County Commission. And that is a different question.

And the answer is that it's up to Monica.

I don't prepare agenda items with recommendations that come from your all. That is true.

And we don't really prepare agenda items related to the actions that this board takes, because the board is acting -- like for today, the board's acting on a recommended budget.

The way that the ordinance is structured, you can only act on what's in a recommended budget from the County Administrator.

And then we provide feedback back to her.

And then the County Commission acts on all of these things as part of their annual budget.

With respect to what I believe Vice Chair was mentioning, when you -- when we were developing the ordinance, amending the ordinance, creating the Administrative Code, all of which are actions that required Board of County Commissioners approval, yes, you would provide that feedback, it was shared with County administration. We created agenda items through the Office of the County Attorney. And then I would come back and provide you with -- with updates, and invite you to the Commission meetings when that was happening.

But those are two different aspects of your role.

MS. PENNANT-WALLACE: All right. Got it. Thanks.

CHAIR COOLMAN: So, Mr. Cassini, I assume then we don't have to

worry about it. We're not being sunset. We're doing okay. That right?

MR. CASSINI: Absolutely not, yes.

CHAIR COOLMAN: Anyone else have --

MR. FRAZIER: Mr. Chair --

CHAIR COOLMAN: -- anything else?

MR. FRAZIER: -- yeah. I (inaudible) general comment. And I think --

MS. CASSINI: Mr. Frazier, could you speak into your mic?

MR. FRAZIER: -- part of the frustration may be the board sometimes doesn't understand the limitations of the authority.

I think the four year sunset has nothing to do with us. That's a statutory thing for all kinds of boards. So that's not up for discussion.

I think the big issue for us is the limit of our authority. And sometimes we may get caught up with a recommendation as if it's the end of all, but it's just a recommendation. We don't have the final say so.

And I think that sets up a little frustration among the board members sometimes, because we feel we spend a lot of time and effort looking at agenda items and different types of things, and as it goes forward, somebody else has the decision making authority to carry it on a fast track or slow track or not put it on at all.

So I'm just expressing some of the frustration that board members have when you hear them talk about lack of feedback, is this going to change, can we do this, can we do that.

CHAIR COOLMAN: I would like to say that I believe that every recommendation that this board's made has been taken properly to the city and County (inaudible) -- city manager, County Manager -- manager of the County, and -- and enacted, at least we know they heard us.

And it sounds like we're still being effective, so (inaudible) can't sunset us.

So I'm -- I'm very happy with the response that we are getting.

We do have a problem with maybe stepping outside of our box, but we're all learning.

And I see this as an opportunity to expand our box in the long term.

MR. KLITSBERG: Well, also the -- the box, to some extent, is also governed by both -- governed by the ordinance as it sits right now.

So while you can certainly share your opinions regarding the box, the ordinance is the box.

CHAIR COOLMAN: (Inaudible.)

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: We don't want to get into that (inaudible).

Anyway, Erdel, do you have something?

MR. DONMEZ: I would like to take this opportunity, you know, looking at the opportunity to review and monitor, is meeting frequency.

And it is something I've been thinking about, you know, for the future, if we can have a discussion item at the next meeting -- I believe it's on

October 25th -- how we can optimize our meetings, frequencies, or the time of the day and -- for the board and also for (inaudible) staffs.

And by no means this is being critical. Staff did a (inaudible). But just want to, you know, share some of the -- I mean, the low hanging fruits here, the opportunities of improvements of we need to be more engaged, my opinion. And this minimum requirements of a -- of meeting quarterly, maybe in the beginning was appropriate. But at this point, (inaudible) have to have, you know, greater involvement in the process.

That's a -- that's how I feel. I just want to have this -- you know, the board to, you know, have discussion and then (inaudible) however we end up, that's fine.

CHAIR COOLMAN: Just a -- a comment. I'm not -- I'm not so sure that the four quarterly meetings aren't sufficient for (inaudible) actions.

I think what I'm hearing (inaudible) is more meetings where we can discuss things together and not necessarily put the staff through a lot of preparation work.

I -- that's what I get from what you're saying.

I support more discussions in this group, in the public, so that we can talk about things. I think that's what's frustrating, is I can't -- can't talk to you about something unless I'm sitting here in the public.

So maybe we need to think about that as an extension of your goal of having two more meetings a year that are more informal doesn't put staff



through the wringer.

Maybe it is needed.

MS. CASSINI: So, Mr. Chair, may I just -- I just wanted to mention the fact that we've had these discussions. Actually, you met quite a bit more frequently than quarterly early on because you had to stand the program up, and we had some vacancies and things like that.

So we have -- this year, we will meet six times. Four of those will be for formal action -- possibly five now that I'm hearing.

And so I -- I -- I -- I know that over time the idea of doing workshops was something that we hadn't initially entertained, but we do project workshops now every year. We do retreats every year. We're going to do a workshop in the evening to try to make it easier for public participation.

And I think when we meet on October 25th to set our calendar for 2025, we can certainly have a more robust discussion of this.

Maybe we have it right in front of us. We need to spend more time thinking about Non-Agenda Chair/Member Reports so we when we come to these meetings, we have the opportunity to do it. We just -- I don't think of it.

And I think maybe to start with we need -- you need to start getting ready to make member -- every one of us needs to make a member report where you have an obligation (inaudible) what's on your mind.

And we need to set more time in this agenda for us. That will, I think, help us.

What do you think of that?

MR. DONMEZ: I think that will be a huge improvement. But like today is an example, I mean, (inaudible) October 25<sup>th</sup> or (inaudible), and we have a lot of very important, you know, decisions in front of us, presentations in front of us. (Inaudible) meetings every other month or once a quarter is just too, you know, far detached.

We need to, in my personal observation, you know, being on the board for a year, you know, however we (inaudible) more, it will make it easier for us, I think easier for staff.

We don't need to meet six hours a day every time. It could be an hour.

But any -- anyway to improve, I -- I'm fine with that. I just want to have this conversation. That's all.

CHAIR COOLMAN: Gretchen?

MS. CASSINI: There's one more thing that I've mentioned to some of you individually that I'd like to just make sure is on the record.

You can see that we have an issue with attendance. And the more meetings that we have, the more difficult it will be for us to be able to not just attract but also retain individuals who work full time, who have other demands on their time.

This is a volunteer board. And, you know, we want a -- a great representative, broad group that's diverse and -- and looks like our

community.

And so I just want you to take that into consideration when you think about more meetings, how that's going -- you know, the -- the structure of that and whether or not, you know, we're going to be able (inaudible) probably be workshops that are going to be things where we have no action items because I doubt we're going to be able to get a quorum.

CHAIR COOLMAN: (Inaudible), did you have anything to add or?

MR. KLITSBERG: One other thing that I would just like to -- to add on to -- to your comment earlier, and -- and just to bring us back full circle.

One of the other things, and I need to verify this, but I believe that this board is governed under our standard language in Chapter 1-233 with regards to attendance, which also means that if you wind up having these additional meetings or additional workshops or whatnot and you have people that can't attend all of those, I -- if I'm remembering corrected, once they have two unexcused absences, individuals are removed from -- from the board.

So that needs to be taken into consideration as you're deciding whether or not to add things to the Non-Agenda part of your meetings and have the same number of meetings or, as you determine how many -- your schedule for the coming year, the fact that there are ramifications of not being able to be in attendance.

CHAIR COOLMAN: What is an excused absence.

MR. KLITSBERG: If you have a letter from your mom.

(Laughter.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. CASSINI: There are actually -- there are quite a few excused absence reasons.

So the hospitalization of you or someone in your family. There's maternity leave (inaudible) --

CHAIR COOLMAN: Vacation doesn't count.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Vacation doesn't count.

MR. CASSINI: Vacation doesn't count.

CHAIR COOLMAN: Okay.

MR. CASSINI: But, you know, we're talking things like being summoned for a deposition --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. CASSINI: Right.

CHAIR COOLMAN: All right. Marty, do you have anything else?

MR. CASSINI: I think I would echo the comments of Mr. Klitsberg because, you know, in -- in dealing with the general administration of boards, when you do have -- you know, when you do change the frequency of meetings -- and I understand it's a very difficult balancing act, because you generally have pros and cons and sometimes (inaudible) because you do

(inaudible) quorum.

So, you know, talking about workshops and (inaudible) those things generally do work. And, depending on (inaudible) you are, subject to (inaudible) because I was under the assumption (inaudible) quorum.

But maybe we can check that.

MR. KLITSBERG: I -- I -- I need to verify that --

MR. CASSINI: Yeah.

MR. KLITSBERG: -- particular issue.

And, again, you know, while -- while the board's -- while the board's existence is required, I don't know whether or not --

MR. CASSINI: Right. It is, yeah.

MR. KLITSBERG: -- because then you also have things that you can't have a certain, you know, amount of (inaudible) of additional meetings under that -- under that statute.

So, you know, (inaudible).

CHAIR COOLMAN: Anything else?

UNIDENTIFIED SPEAKER: The conversation's good.

CHAIR COOLMAN: Thank you. Thank you.

UNIDENTIFIED SPEAKER: (Inaudible.)

## **NON-AGENDA**

### **CHAIR'S REPORT (Continued)**

CHAIR COOLMAN: All right. Jumping back to get back on Non-

Agenda (inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: I'm -- all I really want to say on this --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: -- I really love what our staff is doing, and I think we're -- we're moving positively.

We'll always have room for improvement. And we're always learning.

And I'm glad to see we're moving to say, you know, we did this, we need to change that.

I think -- I think Nathaniel is really a breath of fresh air from our legal counsel that -- that we needed. Not saying anything against anybody before, but he reminds me of an engineer that can find a solution to something and doesn't say no.

UNIDENTIFIED SPEAKER: Boy, that's a compliment.

CHAIR COOLMAN: And if I -- if I seem a little energetic, it's because I really love what I'm doing. And I'm not -- I'm not familiar with the way governments operate, so therefore -- every one of us comes from a different background, and I think that's what makes this group very strong.

So you're going to see different people comment at different times. And I tend to look at the big picture, as a planner. And I've lived here most of my life.

So I want to thank you for the opportunity (inaudible). I hope anyone

that I've talked to or responded to, I'm -- I'm not meaning to be critical. I'm meaning to get answers and to go in a positive direction.

So that's all I have to say other than I think this needs Non-Agenda items in the meantime until we have our scheduling (inaudible). We're going to probably -- we all need to have something to say.

My challenge to this board is I want everyone to have a member report of at least no more than five minutes at our next meeting, and maybe we can get through some of these things.

So that's all I have.

## **MEMBERS' REPORTS**

CHAIR COOLMAN: Any other members have anything?

## **GENERAL COUNSEL REPORT**

CHAIR COOLMAN: General Counsel?

MR. KLITSBERG: I have nothing to report, Mr. Chair.

CHAIR COOLMAN: Thank you.

## **COORDINATOR'S REPORT**

CHAIR COOLMAN: Gretchen?

MS. CASSINI: Of course, you don't -- we lost a lot of people, so I'll be sending an email.

But when you do come to your retreat -- which now looks like it will be a regular meeting because you want to take action on an item, so we'll have to bifurcate it. We'll have a regular meeting. Then we'll adjourn it and we'll

go into your retreat -- please, please, please bring your calendars for 2025 calendar year.

And when we set these meetings, especially the meetings in the summer, be thoughtful about your plans and your holidays and your vacations and try to, you know, obviously schedule around these meetings so that our (inaudible) board meetings of our -- of the year for the Oversight Board.

So that's all I have is I will be reaching out to each of you also to find out what you would like to talk about at the retreat.

I know most of the retreat is going to be spent on the audit, but if there are specific issues besides the ones that you have put on the record today that you think of over the next couple of weeks, please let us know so that we can make sure to include those in the retreat agenda.

CHAIR COOLMAN: That meeting is October 25<sup>th</sup>, 9:30 a.m., here (inaudible)?

MS. CASSINI: Yes, sir.

CHAIR COOLMAN: And thanks to all the public that participated. We thank you very much.

## **ADJOURN**

CHAIR COOLMAN: I think the meeting is adjourned.

(The meeting concluded at 1:49 p.m.)