

MINUTES
INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD
MEETING –
OCTOBER 25, 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

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

Erdal Donmez, Former City or County Manager

Shea Smith, Accounting, Director of Audit and Attest Services, Berkowitz
Pollack Brant Advisors and Accountants

Raymond McElroy, Public Transportation Consumer

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

MEMBERS ABSENT:

INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD
OCTOBER 25, 2024
9:30 A.M.
dh/JB

Ronald Frazier, Architecture

Also Present:

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

Gretchen Cassini, Board Coordinator

Ray Burnett, Administrative Support Specialist

Laura Rogers, County Auditor's Office

Coree Cuff Lonergan, Director, Broward County Transportation Department

Kathie-Ann Ulett, Broward County Auditor's Office

Angelica Jones, Broward County Transportation Department

Tony Hui, Broward County Public Works

Ahn Ton, Broward County Public Works

Kevin Kelleher, Assistant County Administrator

Juan Beya, The Laws Group

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., Friday, October 25, 2024.

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

CALL TO ORDER - CHAIR COOLMAN

CHAIR COOLMAN: All right. I think with that, I'm going to call the meeting to order. It's I guess 9:35. We're a few minutes late.

WELCOME AND INTRODUCTION OF RAYMOND MCELROY, NEWLY APPOINTED OVERSIGHT BOARD MEMBER, RESIDENT CONSUMER OF TRANSPORTATION

CHAIR COOLMAN: And I'd like to welcome Mr. Raymond McElroy. Any relation to the golfer? Newly appointed board member, Resident Consumer of Transportation category.

Raymond, would you like to say a few words and introduce yourself to this group?

Hello?

MR. MCELROY: Yes. Hey there. Quick background, I'm with a group called Better Streets Broward. We're a grass roots advocacy group that

focuses on urbanism in Broward County.

Everyone comes to the group for a different reason. We've met each other mostly at City Hall meetings or FDOT meetings.

Some people care about affordable housing. Some people, like big nerds about trains. Some people just want to make sure that it's safe, that you can walk and bike around the County.

And, collectively, we share this interest, and we meet monthly at book clubs and other events.

And so I would like to say I represent the seat and that group as an extension as my time on the board.

CHAIR COOLMAN: Would anyone like to say anything else?

Well, welcome. And I like your background.

I think one of the things that makes this group -- is there an echo in here --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: -- effective is we all come from different backgrounds. So very -- very much welcome.

ROLL CALL - ROY BURNETT

CHAIR COOLMAN: I think with that, Roy, will you call the roll, please?

MR. BURNETT: Good morning, everybody.

Erdal Donmez.

MR. DONMEZ: Here.

MR. BURNETT: Douglas Coolman.

CHAIR COOLMAN: Here.

MR. BURNETT: Phil Allen.

MR. ALLEN: Here.

MR. BURNETT: Debbie Madden.

MS. MADDEN: Here.

MR. BURNETT: Alan Hooper.

MR. HOOPER: Here.

MR. BURNETT: Anthea Pennant-Wallace.

MS. PENNANT-WALLACE: Here.

MR. BURNETT: Raymond McElroy.

MR. MCELROY: Here.

MR. BURNETT: Ronald Frazier is absent, and Shea Smith will join us shortly.

We have a quorum, Mr. Chair.

CHAIR COOLMAN: So, we're only missing Shea today?

MR. BURNETT: He's going to join a little bit later today.

MR. BURNETT: He's going to join (inaudible).

MS. CASSINI: And Mr. Frazier.

MR. BURNETT: And Mr. Frazier is absent.

CHAIR COOLMAN: And Mr. Frazier. All right. They're not calling in or anything, right?

MS. CASSINI: Shea is planning to.

PUBLIC PARTICIPATION

CHAIR COOLMAN: Okay. The public participation on action items.

Are there any members from the public that would like -- that signed up that would like to speak, Gretchen, today?

MS. CASSINI: No.

REGULAR AGENDA

AGENDA ITEM R1 - MOTION TO APPROVE THE MINUTES OF THE AUGUST 9, 2024 REGULAR MEETING OF THE OVERSIGHT BOARD

CHAIR COOLMAN: All right. Then we'll go into our Regular Agenda.

Motion to approve minutes of August 9th Oversight Board meeting.

I -- I did not receive them. Did anybody receive them?

So I'm calling for a motion to approve. Could I have a motion, please?

MR. ALLEN: Since -- since we have not had the opportunity to review those, perhaps we just put this motion onto a -- the next meeting.

CHAIR COOLMAN: Great idea. Does that have to take an official action, or?

MS. CASSINI: The -- the minutes were distributed.

MR. ALLEN: I didn't get them, either.

MS. CASSINI: Okay.

MR. ALLEN: Were they distributed yesterday or? I looked over my mail, and I didn't have anything.

CHAIR COOLMAN: I -- I think in light of that that we will do it at the next meeting, the minutes from August 9th, okay?

DISCUSSION ITEMS

D1 - TRANSPORTATION DEPARTMENT BUS ADVERTISING PROGRAM

CHAIR COOLMAN: Moving on. Discussion Agenda. First item, D1, Transportation Department bus advertising program. One of my favorites. Coree?

MS. LONERGAN: Good morning. So, I'm going to pray to the audio/visual gods today, being the first one out of the gate, that everything cooperates today with our presentation, because we do have video that we want to share with you today.

So, a couple things since we last met that's pretty exciting.

We received a \$25,000,000 check from the Federal Transportation Administration. That check is supporting our goal to provide low to no emission vehicles in our fleet.

The reason that we were super successful in that application, there were about -- I believe there were about 400 applicants across the country. There were about, I think, just under a hundred awards.

The State of Florida, I believe we received seven awards.

But one of the reasons why Broward was so successful is because we were able to match the grant. And we are matching that with about \$6,000,000.

So, overall, we are able to spend about \$31,000,000, not only on new vehicles, low emission, but also on infrastructure to support our low emission strategy.

So, thank you.

CHAIR COOLMAN: Coree, congratulations.

I think later in the presentation we're going to talk about matching monies, Gretchen, correct?

MS. CASSINI: (Inaudible.)

CHAIR COOLMAN: And that 25,000,000 is going into that column, or is already in there?

MS. CASSINI: (Inaudible.)

CHAIR COOLMAN: This is amazing. I think the taxpayers need to understand.

MS. LONERGAN: Yeah.

CHAIR COOLMAN: That's -- that's a lot of money.

MS. LONERGAN: And we're super excited because this is the largest discretionary grant that we've ever had in the history of the department. So that's another plus.

And, again, you know, we're very thankful for the support from the surtax board and your willingness to give us the money we need to be successful in these applications.

CHAIR COOLMAN: Well, how long did it take you to put that request

together?

MS. LONERGAN: So, I'm going to start making stuff up if I -- we have Sharon -- I need help with this answer -- but Sharon, who was here one -- at one of our meetings, she is our grant manager, and she's the one that kind of pulled this all together.

I'm going to guess that it probably took us about three months.

One of the reasons we were also successful with this application is because Sharon put together a cross-functional team to tackle the grant.

So, we had our maintenance team in the room, our operations team in the room, and our grant writers, all working together to -- to put this application together, which we hadn't done that before, either.

So, I believe that's another reason why we were so successful.

CHAIR COOLMAN: Well, thank you.

And I don't want to forget to thank the taxpayers who voted for this money that is enabling us to match and grow our dollars.

Thank you very much. Okay.

MS. LONERGAN: Yeah, thank you.

And I will get that -- that time for you, but I'm thinking it's about three --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: -- three months? Is that about right? Okay.

The other thing that I wanted to share with you is we have some news. It's bittersweet. Tim Garling is retiring. He announced his retirement back in

the summer -- well, was it the summer? Spring.

MR. GARLING: (Inaudible) so it was March, actually.

MS. LONERGAN: March. The spring. It feels like the summer, because we don't want him to go.

But he is on to bigger and better things.

We will certainly miss him. He's been a tremendous asset to the department.

And he's going to move to -- you want to come up for just a second, Tim? He's moving to Arizona. He's pursuing a -- an (inaudible) that he's had for a long time.

But we're certainly going to miss him.

MR. GARLING: Well, no, I -- I appreciate this opportunity. I just wanted to say how much I respect and really value the work that's been done by the -- the MAP board.

So, I go back to the very beginning. You know, I go back to making the original -- or helping making the original financial plans and working with Gretchen on getting the approval and then getting this body started and providing the support.

And now I just think the future of Broward County is really sort of unlimited for transit, and there's a lot of good things that could come of it.

So, I really do appreciate this board and appreciate the -- the chances I had to contribute.

Thank you.

MS. LONERGAN: Thank you, Tim.

And -- and so Tim -- Angelica Jones has been successful in her application for the job. And Angelica is here with us.

Angelica, please stand up.

So, Angelica will be joining us at some of these meetings as well.

Angelica has an excellent background in transit and in finance, and she actually was there during the time when Detroit was going through the bankruptcy. She's part of the -- the team that -- that brought them out of that bankruptcy.

And at the same time, she also ran the Detroit transit system there as well.

So, we are very grateful to have her financial acumen as well as her skill set around transit on the team in this new role.

CHAIR COOLMAN: Great, and welcome.

MS. LONERGAN: Okay. So today I'm going to talk about the new advertising contract that we have that the board approved back in October to discuss the new HB 1301, which is a state law that dictates how Transit can use advertising on our -- our vehicles.

And then I'm going to talk about our Just Try It campaign, because I, too, am a train nerd, and I can't wait to share that with you.

Okay. So, basically, we have a -- an advertising campaign -- I mean

an advertising contract, and this has been in place, this advertising relationship with a third-party vendor that goes out and sells our ad space on our vehicles.

We are entering the next contract, which is a five-year contract with three years committed, two year -- one two-year options.

The contract basically allows us to put different advertisements on our buses, in our buses, on our electronic equipment.

And we do have what's called a minimum guarantee for what they're going to give us every month for those ad sales.

The overall value for the contract is, if we added the two-year options on, is about 6.4 million dollars, and only from an advertising perspective. We're anticipating about 1.2 million from the minimum.

And then we have \$250,000 on media trade. So as these ads appear on our buses, we can work with other media partners and then put our own ads out there in their venues as -- as trade.

So overall, this is a very lucrative revenue source for us.

We do follow Broward County's policy related to what can and cannot be on our buses. And so, we do make sure that we don't have the things that are listed there. We're not allowing any profanity, firearms, and defamatory/libelous types of advertising.

We do have to follow the First Amendment, so some of that content we can't control. But these we take a hard line on.

So now I'm going to move on to House Bill 1301.

So, this last -- past legislative session, the -- our local -- our state legislators voted to kind of provide some guidance on how we can advertise on our vehicles.

And this is -- affects all of our agencies in the state.

And it was signed into law by Governor DeSantis and went into effect on July 1st.

Our County Attorney's Office has done a deep dive into this legislation and has been very instrumental in helping us. And -- and thank you, Nathaniel, for understanding what we can and cannot do under this House Bill 1301.

So basically, the first part of it, which is important to know, is that we cannot spend any FDOT's funds on advertising.

We don't currently; we don't intend to, going forward.

The other thing about the law is it also tells us that we cannot spend -- we cannot advertise on equipment that has been funded by FDOT.

Our express service, which you -- you probably are familiar with, that's the service that goes from our park and ride lots directly into Miami, those vehicles and that service is a hundred percent funded by FDOT.

And so, because of that, we will not be able to advertise on those buses. But we never have, either.

We have been very protective of that brand. That brand shows up in

other locations around the state. And so, we don't use any of the advertising on that. So --

CHAIR COOLMAN: Coree --

MS. LONERGAN: -- basically --

CHAIR COOLMAN: -- I have a --

MS. LONERGAN: I'm sorry.

CHAIR COOLMAN: -- question about that. Can we advertise ourselves on those buses, or no advertising?

MS. LONERGAN: So, for our buses, we can --

CHAIR COOLMAN: No. I'm talking about the FDOT buses that you just --

MS. LONERGAN: No, we cannot.

CHAIR COOLMAN: We can't even advertise --

MS. LONERGAN: Uh-uh.

CHAIR COOLMAN: -- ourselves.

MS. LONERGAN: No. Those buses are branded in a certain way that they're self-advertising.

And I appreciate -- that's a great question, but it's -- I think that because it's a statewide initiative, we wouldn't be able to do that, because other cities that have the service would be affected.

CHAIR COOLMAN: Thank you.

MS. LONERGAN: Sure.

And then, so, basically, out of our 415 buses, this is about 13 percent of our fleet that we will not be able to advertise on.

So, I just want to give you an example of one of the changes in this contract.

You've seen, probably, buses completely wrapped a hundred percent with advertising.

We are deeply concerned with the implications of those wraps on our brand. And so, with this contract, we've switched gears and we're only allowing advertising on the side of the buses and in the buses on our digital assets, and at our -- and you'll see these here.

So, you -- we have the ability to advertise between the wheels of the bus on the driver's side. We also are able to do a shorter version of that on the driver's side as well. Our advertisers, not we.

And then on the driver's -- on the passenger side, or the sidewalk side, we have what's called queen ads. And they're a little smaller because of the doors, because we have alighting doors and entering doors on the front and back of the bus.

They -- the bus -- the one next to that one, in the middle there, is a placard. So, we can have the advertising on the placards.

And if you've ever been to like New York City, on the subway you've seen those placards up there. So, we have the same thing.

And then we have the monitors within the buses that we will allow

advertising on.

Just to be clear, just because they can't wrap a bus as part of the advertising, we still can. And we intend to leverage that asset to promote ourselves and -- and the County needs.

Okay. So, moving on, we've launched a -- a campaign that's pretty exciting. Tracy is our new Marketing Manager. Tracy. And she has been responsible for -- for launching this on our behalf.

The campaign's intent is to move the conversation about transit from being a work kind of trip --

CHAIR COOLMAN: Coree, I want to interrupt, because I want to first of all say, thank you for what you've done for the bus advertising or -- or what -- say, restricting it as much as we can.

I think that was -- came from this group, and I think it's -- you've done the best you can with all -- all the considerations.

So, thank you and your staff very much.

MS. LONERGAN: Well, thank you. And we appreciate that recognition.

I -- some of those decisions were made before I got here, but we certainly -- they're good decisions, and we should -- I feel the same way about protecting our brand and making sure that we don't have, you know, a bus that's completely covered in advertising because no one can figure out if it's our bus or another bus in some cases. And that's concerning.

But the -- the campaign focus, the Just Try It campaign, we launched it back in September. And the goal is for us to -- to shift the conversation from transit only being used for essential trips like doctors' appointments, work, school, et cetera, and to have the conversation about what else you can do on transit, like go to fun things.

And, more importantly, to also promote -- cross-promote the assets that the County has, like our parks and our libraries, to get -- encourage people to take transit to try those venues as well.

So, this is the -- one of the commercials that is running now on TV.
(Video plays.)

UNIDENTIFIED SPEAKER: Got places to go? Try Broward County Transit.

Trip to the museum? Try BCT.

A special event? Try BCT.

Visit Broward.org/BCT or download the BCT mobile app to plan your trip.

Broward County Transit. Just Try It.

(Video ends.)

MS. LONERGAN: Okay. All right. So that's our first commercial that's been running.

The other thing is we do have other collateral that supports the commercial. So, we have print and digital ads.

We are very conscientious about making sure that those ads are multiple languages, because Broward is a -- has a very diverse population. And so, we have our -- our ads in English, Portuguese, Spanish, and Creole.

We also have billboards that we have around the -- the city and so -- and the County. And so, you may have seen these. We're on electronic billboards.

We're also on the side of bus shelters.

And these are some of the examples of the ads that I hope you have seen or soon will see out there.

One of the things that I want to share with you is that on Tuesday, the Broward County Commissioners approved free rides to vote. Those rides are going to be available for free on our system on the Saturday and Sunday for early voting before Election Day, and then on the Tuesday of Election Day.

And we have collateral also to remind people that that is an option for them if they're going to the polls.

We've been aggressive with our social media campaign, so that's part of the advertising mix here to promote Broward County Transit.

And I'm going to play for you one of the ads that went viral. We're pretty excited about these results.

This ad, in the course of under a week, got 39,000 views.

And so let me play that for you. Okay. It didn't happen. All right.

How does that --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LONERGAN: Okay. And I click -- no.

(Video plays.)

UNIDENTIFIED SPEAKER: I remember asking you, when are you moving here.

UNIDENTIFIED SPEAKER: I know.

UNIDENTIFIED SPEAKER: It's always a question about when I'm moving.

UNIDENTIFIED SPEAKER: But I'm so glad you're here now.

UNIDENTIFIED SPEAKER: They make it really easy for you to ride from -- from place to place here --

UNIDENTIFIED SPEAKER: Yeah.

UNIDENTIFIED SPEAKER: -- in Broward, yeah.

UNIDENTIFIED SPEAKER: I am starving.

UNIDENTIFIED SPEAKER: Let's order.

UNIDENTIFIED SPEAKER: Okay.

UNIDENTIFIED SPEAKER: Hey, how you guys doing? Today I prepare for you guys sea bass, and I prepare that with a really mushroom rice and vegetables.

UNIDENTIFIED SPEAKER: I'll try it.

(Video ends.)

MS. LONERGAN: So, the -- the premise of the -- that ad, because you couldn't hear it all, is that, you know, there's -- they're friends, they haven't seen each other in a long time. He takes a bus to go meet her at a restaurant. They have a great meal, and they have a wonderful day. And he just tried it, right?

So that's the -- that's how the -- the commercial goes.

At any rate, we are going to do more vignettes like that. So, we're going to continue the story with these two. And so, stay tuned on what happens next.

But we're really excited about the -- the interest that was generated from that -- that ad. It definitely went viral, and we're so excited about that.

The other thing that we've done is we've upgraded our website so that we can drive traffic to it, and then make it very easy for people to navigate once they get on our website to the homepage to the various services and promotions that we do have.

So, we've really upped our game when it comes to our web page.

This is an example of the types of media partners that we've been working with.

We've been working with Cox Media Group, iHeart Radio, the Sun Centennial [sic], Island TV.

This is the -- the market that -- you know, we're -- we're looking at the market and -- of all of Broward County, but also we're targeting our -- our

existing riders to encourage them to use our system more for other stuff other than just those essential trips.

And so, the -- for example, the Cox Media Group has more than 7,000,000 impressions already, including digital, Amazon, social, and 168 radio spots.

Overall, what we're investing here in this campaign is just over about \$900,000.

And so, again, we're really thrilled with the -- the opportunity to leverage some of our surtax dollars to support that.

The last part of the effort is the boots on the ground side of it, right? So, we can do all we need to do in terms of getting it out to the public side, but then we need to meet people where they are so that they can see us and have that additional level of engagement.

So, we have a community outreach piece that complements the campaign. And from that, we have been at several events that we're also promoting taking transit to.

And at one of them, we had over 600 one-on-one conversations with people, trying to convince them to try transit.

And from that, we received about 190 new subscribers to our social media platforms.

So, what's also important to talk about is what's next.

So, we're continuing the campaign. It's going to wrap up mid-

December.

We have several upcoming events that we'll be at, our -- our team will be at.

And we're trying to increase our -- our -- our presence through branded bus stations, pre- and live recorded radio interviews.

And what's great about the level of investment that we're making in this campaign is we're getting a lot of free media as a result of that.

So, we have space in several publications where we're able to editorialize. So, we write the copy, they print it for us. Another way to tell a story and to promote what we're doing and to expand the -- the message here.

As you know, I'm a big proponent of making sure if we're doing it, how are we doing. And so, we need to have the tracking mechanisms in place, and we do.

So, this is a -- a snippet of our dashboard. So, the goal for this campaign is to generate ridership of about 80,000 at the end of the campaign. That's roughly 20,000 a month.

For the first month, we saw ridership of -- we -- we made about 98.4 percent of our target, which is exciting.

And we're pretty much on track for October.

Just keep in mind that we did have this thing called Milton in the middle of all of this, so that did affect the ridership as businesses, schools, et

cetera, were closed.

So, you know, we are tracking it. This is the first time that we've put a tracking mechanism in place to see how we're doing throughout the campaign.

It's really important that we understand the impact that we have when we do these types of campaigns.

And with that said, I'd like to share with you a testimonial from one of our passengers that had a very positive engagement with one of our bus operators.

(Video plays.)

UNIDENTIFIED SPEAKER: My name is Ola. A tourist currently visiting the United States from Israel. And I would like to take this opportunity to share an exceptional experience I had with one of your outstanding bus drivers.

The day was rainy. And as a visitor unfamiliar with the fare system, I struggled with the machine.

(Technical difficulties.)

MS. CASSINI: And we're going to try this.

(Video plays.)

UNIDENTIFIED SPEAKER: My name is Ola. A tourist currently visiting the United States from Israel. And I would like to take this opportunity to share an exceptional experience I had with one of your outstanding bus

drivers.

The day was rainy. And as a visitor unfamiliar with the fare system, I struggled with the machine. In that moment, your driver, Angelene, exhibited extraordinary kindness and patience.

She greeted me with a warm smile and kindly helped me navigate the fare process.

Later that evening, I missed the last bus back to Coconut Creek.

The night was dark, rainy, and I began to feel lost.

But in a stroke of luck, an out-of-service bus stopped beside me, and it was Angelene once again.

Although she was no longer in service, she graciously opened the door and offered to drive me to the nearest station.

Her kindness extended far beyond her duty as a driver as she made sure I was safe and reassured, going out of her way to help me.

She is not only an asset to your team, but a shining example of what exceptional service looks like.

MS. SANON: Hi. My name is Angelene Luc Sanon, working from Broward County for (inaudible) years and as a bus operator.

I'm so excited to have incredible commendation from my job. That was a great experience for me, because when tourists come into this country, you've got to be ready as a bus operator to help people.

The first time see the review, I was so excited.

I want to tell operator, when you work, try to for -- from all of your heart. Sometime, we tired, we driving for --

(Video plays in background.)

MS. LONERGAN: Okay. So --

MS. SANON: -- all day --

MS. LONERGAN: -- basically what that --

MS. SANON: -- but sometimes you've got to be ready --

MS. LONERGAN: -- ad --

MS. SANON: -- to help people out. That's a good idea for me. When you work, you work in all of your heart.

Broward County Transit, Just Try It.

(Video ends.)

MS. LONERGAN: So, we did have people here yesterday testing the A/V, trying to make sure it was all going to work for you today.

And my team was very thorough -- and with Gretchen and her team, trying to make sure that this all worked for you.

So, my --

MS. CASSINI: And it did.

MS. LONERGAN: And it -- and it --

MS. CASSINI: It worked perfectly.

MS. LONERGAN: -- it did.

Basically, what happened is that we had a -- a tourist that was here for

the first time who chose to use transit to get around, lost track of time, didn't make the -- the return trip time for the bus to get back to where she was going.

Our bus operator, who had engaged with her when she first got on the bus, recognized her standing in the rain. The bus was out of service. She picked her up and she took her to safety.

And that is -- and then Angelene goes on to tell the story of what she did and why she did it.

And -- and this is something that we've put on our social media.

So, we're -- we're really proud of Angelene.

We're really excited that -- that one of our passengers took the time to send that message to us.

And that's who Broward County Transit is. So, please, Just Try It.

CHAIR COOLMAN: Anyone have any comments for Coree?

Seeing none, we're going to move on to D --

MR. MCELROY: (Inaudible) --

CHAIR COOLMAN: -- 2 --

MR. MCELROY: -- for the Q and A portion?

CHAIR COOLMAN: Pardon? Go ahead.

MR. MCELROY: Can we ask Coree questions?

MS. LONERGAN: Oh, sure. Hi.

MR. MCELROY: I have a -- hey, Coree. I have a few questions.

MS. LONERGAN: Sure.

MR. MCELROY: The BCT advertising program contract was approved by the Board October 22. What Board is that?

MS. LONERGAN: Oh, sorry. So that is our County Commission.

MR. MCELROY: Oh, okay. So, BC -- all right. Okay.

And then this is just a presentation to the surtax, so the -- and the surtax asked originally for advertising on the buses? Is that -- or --

MS. LONERGAN: I'm sorry --

MR. MCELROY: -- where -- what was the genesis of advertising on the buses? Was it stemming from the surtax or --

MS. LONERGAN: No.

MR. MCELROY: -- was the inception from the County Commission?

MS. LONERGAN: It's -- it's a way that a lot of transit agencies around the country use to leverage their -- their financial shortfall. So, it's a -- it's a revenue generator for us.

So, we have these moving billboards, you know, and someone years ago -- I believe probably in the early '90s -- or probably in the '80s, recognized that putting ads on the outside of the buses would generate cash for the agencies.

I know that in the '70s, they were definitely on the interior of the bus, but I think in the '80s is when they started doing the outside advertising.

MR. MCELROY: Okay. Do you -- and then --

CHAIR COOLMAN: Raymond --

MR. ALLEN: Mr. Chairman?

CHAIR COOLMAN: Well, go ahead, Phil.

MR. ALLEN: The -- maybe to put it in context, what is your -- for Raymond particularly, since this is his first meeting.

In terms of the revenues that are produced from advertising versus how -- how much you collect at the fare box, what are the two numbers?

MS. LONERGAN: Yeah, so the -- we have a revenue farebox recovery of about 14 percent, which --

MR. ALLEN: In terms of dollars.

MS. LONERGAN: In terms of dollars, it's, I think, 70,000,000. 25,000,000 for our farebox recovery, and the dollar value for the ads is about 6,000,000.

MR. MCELROY: Is that 6,000,000 in revenue of ads sold, or is that 6,000,000 going to BCT?

MS. LONERGAN: So, they -- they do have a guaranteed minimum of 1.2 million annually. So regardless of whether they sell the space or not, they still have to give us 1.2 million.

MR. MCELROY: Okay.

UNIDENTIFIED SPEAKER: Yeah (inaudible) --

MS. LONERGAN: But if they -- if there's more, then we get more.

MR. MCELROY: No, of course, yeah. I just think branding is so

important to protect at all costs.

I'm glad they're not the full wraps. There's a story, too, about Brightline. It was pretty popular. Virgin Trains offered a huge multi-million-dollar contract to Brightline, and Brightline, at the end of the day, pulled out, because they didn't think Virgin brands was good enough to advertise on their trains.

So, I just want to make sure we're protecting the BCT brand at all cost.

MS. LONERGAN: I -- and -- and I share that concern with you, as does our esteemed Chairman here, and -- and probably everyone else on the board.

I mean, it is a concern that we don't want to be associated with all of the things that we have already outlined here in the presentation that we are protected through County policy, right?

But, you know, there are some things that, because of First Amendment, we can't control.

MR. MCELROY: Uh-huh. And then this money, is it going into any special fund? Like to the bus operators directly or does it just go --

MS. LONERGAN: It goes to our General Fund, and it's there for us to use for our O and M expenses.

MR. MCELROY: Is it something that we can just supplement with the surtax funding?

I -- I'm sorry. I'm sorry, this is a lot of questions.

MS. LONERGAN: No, no, no.

MR. MCELROY: I'm just trying --

MS. LONERGAN: No.

MR. MCELROY: -- wrap my head around it to make sure we're -- again, like you said, the I-95 express buses, I love that they're brand protected.

What you guys did with the EV wraps was fantastic. That's a really strong brand on the EV buses in see on Broward. And, like, they're really positive messaging.

I just want to make sure we keep that, because I don't know what Miami-Dade's contract looks like for Dade Metro, but you see a lot of just like the jewelry ads, the pawn shop ads, you know. You know what kind ads we see on those things. The HIV clinic ads and the accident attorney ads. And then it -- you know, it kind of defeats it a little bit, so.

MS. LONERGAN: Yeah. You know, there -- there is the spectrum in -- in -- in the transit world. There are those that sit on the side of all advertising is great, it's a money generator, you can use my entire asset, all of my assets for advertising.

And then you have the -- on the purist side, look, we don't want any advertising on anything.

And then there's somewhere in the middle. And -- and, quite frankly, I

land kind of in the middle more to the nothing --

MR. MCELROY: Uh-huh.

MS. LONERGAN: -- side of things, because I do agree that it -- it is a problem sometimes, particularly with full bus wraps, that your brand is diluted and people don't know what bus is in front of them, if it's a BCT bus or -- or some party bus. You don't know.

There -- at this point in time, we're committed to this at least three-year contract with the option to renew for two years.

I'm sure that we could maybe look at something with the surtax, but I will tell you that, you know, there's a lot of money that we need to spend on a lot of different things, including the 4.3-billion-dollar PREMO program.

And I know Gretchen can tell you about all the other transportation projects.

We do need to have our -- our -- and our O and M expenses are also coming from surtax. So, as we put those new services online, surtax is paying for that.

As we -- just our normal O and M operations, the surtax is paying for that as well.

So, these are decisions for policy makers. They're above my pay grade, to be honest with you. But it's something, if it makes sense, maybe we could explore it, for sure.

MR. MCELROY: I appreciate it.

And great job on the viral video.

MS. LONERGAN: Thank you. I'm so glad to see you here.

Congratulations on your appointment.

MR. MCELROY: Thank you.

CHAIR COOLMAN: Coree, I have one additional question.

MS. LONERGAN: (Inaudible.)

CHAIR COOLMAN: You said that they're getting about 13 percent of the cost of the buses from the farebox, and you mentioned how much they were getting from advertising.

What percentage is that advertising dollar? If -- if the farebox is 13 percent, is -- is the advertising dollar five or 25?

MS. LONERGAN: No, it's --

CHAIR COOLMAN: I'm just curious.

MS. LONERGAN: -- I think it's about one, one or two percent.

CHAIR COOLMAN: One or two percent. Okay.

MS. LONERGAN: I'll get the number for you exactly, but it's not -- it's not substantial. It -- you know, we're not -- we're fortunate, unlike some of our counterparts that are some of the smaller agencies, this is a larger portion of their budget.

But we -- it's not as significant a portion of our budget.

CHAIR COOLMAN: Thank you.

Anyone else have anything?

Before we go on to D2, setting our calendars, I want to take a Chair's prerogative and ask are there any representatives here from the city? And if they are, I'd like them to stand and tell us what city they're here from.

MS. LONERGAN: You done with me?

CHAIR COOLMAN: No, I'm -- I'm asking that.

MS. LONERGAN: Oh. Okay.

MS. CASSINI: Anthea has (inaudible).

CHAIR COOLMAN: I --

MS. PENNANT-WALLACE: No, (inaudible).

CHAIR COOLMAN: Well, we'll get to her. Please.

UNIDENTIFIED SPEAKER: Hi. Karen (Inaudible) from Fort Lauderdale (inaudible).

UNIDENTIFIED SPEAKER: Yeah, (Inaudible).

CHAIR COOLMAN: Are there any other cities represented?

When we get to Chair's comments, I'm going to talk about city representation at these meetings. I'm just giving everyone a heads up.

And do we have any cities on the line, or can you explain to me how the cities can view this meeting?

MS. CASSINI: Mr. Chair, the cities are given notification of these meetings. They can participate virtually or in person.

They are explicitly invited to attend during the budget workshops when we are talking about municipal projects and the five-year plan.

Right now, we have quite a few people who are participating virtually. They can go on our website, they can link to the YouTube, or they can watch in a variety of different ways through our social media platforms.

CHAIR COOLMAN: All right. Do we have any way of knowing how many cities are -- are watching us?

MS. CASSINI: I can get that information for you.

CHAIR COOLMAN: Coree we're -- I'm sorry. Were you finished?

MS. LONERGAN: Yeah, I was.

CHAIR COOLMAN: Oh.

MS. PENNANT-WALLACE: Wait. I just want to --

CHAIR COOLMAN: Oh, I'm sorry.

MS. PENNANT-WALLACE: -- congratulate you and your team for doing such an extraordinary job.

MS. LONERGAN: Thank you so much.

MS. PENNANT-WALLACE: Everything is just amazing.

MS. LONERGAN: Thank you. We appreciate you. Thank you.

CHAIR COOLMAN: Thank you.

D2 - SET 2025 OVERSIGHT BOARD MEETING CALENDAR

CHAIR COOLMAN: D2, calendar.

MS. CASSINI: Mr. Chair, could I just ask for a moment of --

CHAIR COOLMAN: Certainly.

MS. CASSINI: Thank you.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: So, Alejandro is here. (Inaudible.) So, Alejandro Munez, the former Public -- the Resident Consumer of Transportation is here. We just want to recognize him for his service.

MS. PENNANT-WALLACE: Former board member.

CHAIR COOLMAN: When are you going to do that?

MS. CASSINI: Right now, if that's okay. He's here in the audience, just to give it -- so he can get back to work.

MR. HOOPER: He doesn't want to be at the end of the agenda?
(Laughter.)

CHAIR COOLMAN: I'm sorry. Is Alejandro here, you say? Where is Alejandro? Come on up here, young man.

We understand you've been moved on to better -- bigger and better things. So where is --

MR. MUNOZ: Hi, everybody.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. MUNOZ: It's funny being on -- on that side of the -- of the table. But, yes, I had to -- to step down from the -- the board.

I did receive a new job offer, and it's taking a bit more of my time. Trying to get some work done here, as well.

But it was really, really great to be on the board and be able to work with you all, and all the times we were able to meet.

And I hope I leave you in good hands. Ray's a great guy. He's really knowledgeable on -- on transportation and transit. So, I think you're in good hands.

But, yeah, it -- it was great to be on the board.

CHAIR COOLMAN: Well, I have in front of me, in recognition of your dedication and service as a member of the Independent Transportation Surtax Oversight Board 2023 to 2024, proudly present you with a Certificate of Appreciation, if you would come forward with Gretchen.

I guess this is a photo opportunity.

MS. CASSINI: (Inaudible.)

CHAIR COOLMAN: Or we just want to give it to him.

MR. MUNOZ: Thank you. Thank you very much.

CHAIR COOLMAN: I have one request. I -- I think you need to spend a couple hours with him, bring him up to speed.

(Laughter.)

MR. MCELROY: Sure. Yeah.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. MUNOZ: Thank you again everybody.

UNIDENTIFIED SPEAKERS: (Inaudible.)

(Applause.)

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: All right. I think we're ready for the Oversight

Board meeting calendar. This is always fun.

I had some discussions about this and suggestions, and I think that we have a -- I've asked that they set a calendar based on historically what we've done, as a starting point, to see if we want to accept those historical dates or change them.

So, I'm going to turn it over to Gretchen.

MS. CASSINI: Thank you, Mr. Chair.

As the Chair indicated, we were asked to identify proposed meeting dates and backup dates based on the kind of historical number of meetings that we have and the times that we do them.

So, what you see here is a proposed primary date for the first meeting in 2025.

I'd just like to remind everyone here that we do have a meeting on December 11th. It is a Wednesday. So normally we meet on Fridays, but it is a Wednesday.

And it was one of the requests of the Oversight Board that we try to meet in the evening to allow members of the public to participate. It is difficult for those folks that have full time jobs sometimes to come during the day.

So that meeting will start at 4:30 in this room.

It is a packed agenda. We have many individuals that are going to be making presentations. We have folks traveling from the University of Florida

to talk about the Near Miss Program.

We also have our friends from the south with the Citizens Independent Transportation Trust. Both the Executive Director and the Chair of the CITT will be coming to talk to you about some of their initiatives and their experiences with the transportation surtax.

So, the first meeting that we're proposing in 2025 is in February. So, skipping January. We'll meet in December, we'll skip January. At the very end of February.

We normally meet the last Friday of the month, except for budget season.

So, does February 27th work for everyone?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: Okay. So, we have consensus.

We do have Shea Smith on the Zoom at this time. He's just indicated to me that he's joining virtually.

Shea, I don't know if you can hear us or unmute yourself.

If there anyone that has any concerns with the 28th?

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: The -- that is going to be on December 11th of this year.

So, I was giving you an explanation of why we're skipping January and moving into February, because we are having a meeting in December,

which is unusual.

Okay. Looks like we have consensus on --

MS. MADDEN: (Inaudible) --

MS. CASSINI: Yes, Debbie.

MS. MADDEN: -- for clarification, the 28th would be a normal morning meeting or?

MS. CASSINI: Yes, unless you all tell me otherwise, all of these meetings will be in the morning here.

So, I'd be looking for you all to indicate whether or not you'd like to do it in the evening, afternoon, or someplace else.

Okay. It looks like every -- go ahead. I'm sorry, Mr. Chair.

CHAIR COOLMAN: Just so I'm clear, the next meeting is December at 4:30, correct? Which is part of this old calendar.

Now we're talking new calendar, which your suggestion is the 28th.

What's the backup date, if we're having that policy, for this meeting?

MS. CASSINI: Thank you.

The backup date would be the 7th.

So, when you see the calendar with a dotted line around it, that would be our proposed backup date in case something happens and we aren't able to make a quorum on the 7th.

CHAIR COOLMAN: Okay. So, does everybody understand we're setting the calendar and a backup date now, in case we need it? All right.

MS. CASSINI: So, the primary date would be the 28th of February.
The backup date would be the 7th of March. Okay? All right.

Then we would be proposing to move to April. Not have a meeting in March and move to April 25th for our primary meeting date.

Any concerns with that from any of our members?

CHAIR COOLMAN: Before we go any further, is everyone happy with these Friday meetings?

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: Okay. Keep going.

MS. CASSINI: The backup date would be the 2nd of May.

I also wanted to just point out, I didn't state it for the record, but it was on the first slide, that if you see a date in red, it means that it's a date that the County is closed.

All right. And then our next meeting -- so we are required to meet every quarter. So, by meeting in February and April, we're meeting in the first quarter, we're meeting in the second quarter.

And then we are proposing to move to August 1st for the third quarter meeting. This will be our big, full day budget workshop.

And that -- we're proposing the primary date to be the 1st.

CHAIR COOLMAN: So, we need to make a decision between the 1st and the 15th?

MS. CASSINI: So, there's two meetings that we have to have, Mr.

Chair.

CHAIR COOLMAN: Oh.

MS. CASSINI: We do --

CHAIR COOLMAN: There are two.

MS. CASSINI: -- the -- we don't have to. You all have asked us to split those meetings up so that you have time to digest material --

CHAIR COOLMAN: Okay.

MS. CASSINI: -- ask for additional information.

So, the first meeting is a workshop on the budget. It includes accomplishments. All of the agencies that receive surtax money provide you with updates, and we give you any information about the '26 budget.

Then the next is an actual regular meeting where you all approve the five-year plans.

So, we are proposing the workshop date be the 1st of August, the regular meeting be the 8th.

Then the backup for the 1st would be the 8th for the workshop and the 15th for the regular meeting.

I know it's a little confusing. Does that make sense to everyone?

MS. PENNANT-WALLACE: Yes.

MS. CASSINI: Okay.

MR. DONMEZ: I'll be out of town.

MS. CASSINI: For both?

MR. DONMEZ: Yeah. I'll -- I'll be in -- here on August 1st but not coming back until the 18th.

MS. CASSINI: Okay. So, we would miss at least one member for the regular meeting. We would have Mr. Donmez for the workshop if we keep it on the 1st.

Did you all want to try to back it up a little bit?

MR. ALLEN: Would he be available for the -- online?

MR. DONMEZ: I'm not sure.

MR. ALLEN: I mean, I don't want to be infusing into your vacation plans, but --

MR. DONMEZ: I will be (inaudible).

MR. ALLEN: Okay.

MR. DONMEZ: I don't know --

MR. ALLEN: probably not.

MR. DONMEZ: -- (inaudible) connect.

CHAIR COOLMAN: I didn't hear that. When are you returning?

MR. DONMEZ: 18th.

CHAIR COOLMAN: You can't make the 8th either, right?

MR. DONMEZ: No.

MS. PENNANT-WALLACE: He's gone from (inaudible)

MR. DONMEZ: I'll be gone (inaudible).

CHAIR COOLMAN: Well, let's come back to that. Let's go through

the rest of it. We know we have a -- an issue in August, but maybe we have (inaudible). I love you, but maybe we have to do without you.

Gretchen?

MS. CASSINI: So, we can -- I just wanted to share with the group that we can move later in August.

So, we could do the 1st and the 22nd so that Mr. Donmez could be available for both.

The only concern I have with that is that the County Commission -- we try to do our meeting prior to the County Commission workshop on the surtax, which usually happens the last week of August. It doesn't give us very much time to get the transmittal letter over to the Commission.

But we can look at that, certainly.

We are not proposing a meeting in September because of the County's Budget Public Hearings in that month.

And then we're looking at the 24th of October as our primary meeting date and the 31st as the backup.

CHAIR COOLMAN: Next?

MS. CASSINI: Nothing in November. And then we're proposing doing a regular meeting and/or retreat on December 12th, similar to the structure that we have today.

I didn't propose a backup because we start to get into the holiday season, so if we don't make the 12th, that's fine. We'll still have met five

times, and we will have made our one meeting per quarter.

So, if it doesn't work, it's fine. We -- we can just drop it off the calendar.

Does that work for everyone?

MS. PENNANT-WALLACE: Yeah.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: Wonderful. Okay. Mr. Chair, I'll turn it back over to you.

CHAIR COOLMAN: So, do -- do we need to go back to August? Is every -- so everything so far, with the exception of August, we've got general agreement on, correct? All right.

Erdal, can you tell us what -- when you're available?

MR. DONMEZ: Is 22nd still a possibility or you're going to look into it?

MS. CASSINI: No, the 22nd is definitely a possibility. It's just going to be tight. We'll just have to make sure that we have the transmittal letter ready to go and --

MR. DONMEZ: Uh-huh.

MS. CASSINI: -- try to get it signed right away and over to the County.

MR. DONMEZ: Yeah.

MS. CASSINI: Because generally, they will either do -- over the years, they've either done the Transportation Surtax Capital Workshop with the Commission on that Tuesday, which would be the 26th, or Thursday, which

would be the 28th.

MR. DONMEZ: Uh-huh.

MS. CASSINI: So, if you all set the calendar now and we know that we are going to do it on the 1st and the 22nd, then I can work with the Budget Office to try to make sure that they can accommodate the workshop schedule.

MR. DONMEZ: That would definitely work for me, but --

CHAIR COOLMAN: I'm confused a little bit, but -- so you're available

--

MR. DONMEZ: 1st and --

CHAIR COOLMAN: -- the 1st --

MR. DONMEZ: -- and the 22nd.

CHAIR COOLMAN: -- the 1st and the 22nd. Are you available any dates in between that aren't Friday? You.

MR. DONMEZ: No. I'm leaving on the 4th and coming back on 17th, evening. So, 18 would be the earliest available.

CHAIR COOLMAN: (Inaudible.)

MR. DONMEZ: I don't have to be here, you know.

CHAIR COOLMAN: Well, if we can -- it sounds like we can do it. It just means we're asking Gretchen to double time.

MR. DONMEZ: Yeah.

CHAIR COOLMAN: So, we're going to move the 15th to the 22nd; is

that what I understand?

MS. CASSINI: So 1st will be the workshop, and then the 22nd would be the regular meeting.

CHAIR COOLMAN: Okay.

MS. CASSINI: All right. We got it.

CHAIR COOLMAN: Everybody happy with that?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Except for staff?

MR. ALLEN: You want a motion on that? Mr. Chair, do you want a motion?

CHAIR COOLMAN: Pardon?

MR. ALLEN: Do you want a motion on that to adopt it?

CHAIR COOLMAN: I don't know. Do we need a motion? I didn't think so.

UNIDENTIFIED SPEAKER: No.

D3 - PROGRAM FUNDING AND INVESTING ANALYSIS (COUNTY AND MUNICIPAL)

CHAIR COOLMAN: Are we ready to go onto D3, Program Funding and Investment Analysis, County and Municipal?

MS. CASSINI: We are, Mr. Chair.

So, this is the part of the program each year that we -- this is material that you've asked for since the inception.

This gives you an overview of the program from a programmatic and a financial perspective.

These are the kinds of materials that we provide to you during your workshops and your retreat, so we see -- we -- we tried to make this work so that we could still have a meeting and a workshop and a little mini retreat.

So, what you're looking at here is high level what is the amount that has been budgeted and appropriated by Broward County since 2019 through the current fiscal year that we just started on October 1st, which is fiscal year 2025 for the County.

And to the far left, with the lovely little community shuttle bus, you can see the amount that has been budgeted and appropriated for Transit.

And this is all in. this includes existing service. So, the transfer to operating that occurs from the surtax program.

This is only the surtax funding associated with each of these bars.

I just want to be clear. There's a lot of other funding sources in these bars.

It has PREMO. It has some of the new services, pilot programs.

Then you move to the next bar to the right, which is the municipal surtax program. It has three main categories, projects, which are capital and rehabilitation and maintenance, as well as the community shuttle program.

Then to the Broward County Aviation Department and the funding that has been appropriated for both the automated people mover and the

intermodal center projects.

Then you move into the Public Works Department. There's a very broad program of projects in our Public Works Department in Highway Construction and Engineering, Highway Bridge Maintenance, as well as our Traffic Engineering Division, which has come and provided you with updates on their congestion management strategies and initiatives.

And then all the way to the far right, you see the support services. That includes the Office of Economic and Small Business Development, the surtax legal team, your MAP Administration support team, as well as many contractual services.

Phil, did you have a question?

MR. ALLEN: Mr. -- Mr. Chairman?

I don't see the port/airport connector.

MS. CASSINI: The funding that has been budgeted and appropriated

--

MR. ALLEN: I'm sorry.

MS. CASSINI: -- the funding that has been budgeted and appropriated for PREMO, which would include the port, airport, and Convention Center light rail project, is in PREMO.

So, it's part of the PREMO budget, which is in the -- the orange line.

MR. ALLEN: (Inaudible.) I think you just need to carve that out, make a -- a notation that that's included in -- within mass transit -- or within

Transportation Department.

CHAIR COOLMAN: Gretchen, one of the things that -- I understand we have to count beans a certain way. But to me, what this chart doesn't really show is the yellow, the green, and the orange, I guess, are monies being spent by the County in cities.

And this, to me, the blue is a lot bigger than it really is, because there's a lot of tax -- our tax dollars going into the blue that's being spent by the County-on-County projects.

And I -- I -- any time we can show that -- and I think some of the later charts will -- we need to do that.

And here's (inaudible). I just want to point that out to everyone. I wish we could -- I wish we could count it a different way, and maybe we can someday.

Thank you.

MS. CASSINI: No, thank you Mr. Chair. It's a great segue to the next slide, which is a visual depiction of the value of the investments in each ZIP Code across the County.

The light pink is indicative of a ZIP Code with the lowest household income based on the American Community Survey from 2022.

We do these types of analyses in a variety of different ways. For the purpose of this discussion, we are looking at ACS data.

We also look at prosperity ZIP Codes, Justice 40 layers, ZIP Codes

where we have a high proportion of individuals that are transit dependent.

So, we show these to you over the course of the year in a variety of different ways.

I just wanted to be clear that this is focused on household income.

And then I'm going to drill down one by one.

We're going to start with the northwest quadrant. And the size of the bubble and the color of the bubble is indicative of the level of investment.

So, the smallest green bubble would indicate an investment between zero and \$50,000,000, and the largest goes up to over \$500,000,000.

And that kind of gets to, Mr. Chair, your point. This is all of the investments that can be geographically mapped, so quantified in a specific area. And that's County and city.

So, whether it's a municipal project or a County project, it's captured if we can capture it.

This is the northeast quadrant.

Again, you'll notice as I go through these slides that the investment early on in the program in these first five years is heavy on the oldest parts of the County. That's consistent with what we told the voters and what we had planned to do.

This is the southwest and south-central section -- quadrant of the County.

And then finally, the eastern portion, southern, eastern portion of the

County.

And those really large light green bubbles include projects like PREMO, commuter rail, and the port bypass.

Mr. Chair, through the Chair, any questions?

Okay. I'll keep going.

CHAIR COOLMAN: Anthea, do you have any comments?

MS. PENNANT-WALLACE: Well -- can you -- are you seeing my brain work?

I -- I -- I was thinking that there are some areas that I notice significant expenditures, and I was wondering why.

What's -- what's the cause for variances where you're seeing, for example, in some of the impoverished ZIP Codes, I see smaller investments, but in less impoverished ZIP Codes, prosperity ZIP Codes, I think is what you refer to them as, they're a larger investment.

What's making the difference there? Is it based on population size? I was just curious.

MS. CASSINI: Thank you for the question, Vice Chair.

Through the Chair, the reason that you see disparate impact or level of investment, I would say, is the type of project.

So, some of these very, very large light green bubbles are indicative of investments at the airport.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: So that first slide that I showed as we (inaudible) in to this analysis, there are airport investments, very large airport investments just for two projects.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: Then you also have some very large PREMO investments that Mr. Allen was referencing also in that area.

So, the first pieces of premium transit, that -- those light rail investments, are expected on the east side between the airport, the port, and the Convention Center specifically.

And so that is what is causing what looks like disparity.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: I think over time you'll start to see those things really even out.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: But for the first five years of the program, we did intend to do some heavy investment in the oldest areas of the County.

MS. PENNANT-WALLACE: Right. And I'm sure, you know -- I -- I'm thinking that some of the variables that we need to track, like connectivity and so on and so forth, are factored into some of these projects as well, so that's what I was thinking. It's great that you could see that.

MS. CASSINI: Now we'll talk a little bit about the number of completed projects by the area of the program.

You can see that Broward County Transit has completed a significant number of projects, 236, to be exact.

Most of those are transit infrastructure like bus stops and shelters to support, as Ms. Lonergan was mentioning earlier, BCT's investment in more service, more routes, more frequency.

Public Works, as I indicated earlier, they have a very broad program of projects. They've completed 43 of those projects.

And our municipalities have completed 28 construction projects.

When we talk about completed, we're talking about construction phase, not design and not planning.

Then you all asked last year -- I -- I believe, Mr. Chair, this was one of the things that you had asked me about -- the level of investment in the surtax municipal program.

So, this does not include County projects. So, unlike the bubble analysis that we showed you the last few slides, this is just in the municipal surtax program.

So, projects in shuttle. The shuttle is quantified based on their contractual not-to-exceed levels.

I want to just remind all of you and those who might be listening that only 18 municipalities participate in the municipal community shuttle. So that does influence these bars, whether or not a city has a community shuttle program or whether or not they have any projects.

So, in the middle, you'll see that bright orange bar. That is representative of Miramar and Pembroke Pines.

The cities of Miramar and Pembroke Pines are collaborating on two municipal projects. One is one of the largest projects in the municipal surtax program, and that is the extension of Pembroke Road out to US-27.

And the amount budgeted and appropriated for that project so far is represented in that bar, as is a bike lane project on Pembroke Road.

They are the only municipalities that are collaborating on surtax projects.

The funding associated with those collaborative projects is not duplicated in their own individual bars. I just wanted to make that clear.

Then we have this analysis that talks about the number of municipal projects that are completed and actively underway.

I did want to just point out that we have 81 municipal projects under agreement.

The surtax legal team has worked extensively to try to get all of those Cycle 1 projects under agreement.

And, Mr. Chair, I do see a question.

MR. HOOPER: I'm sorry. I want to go back to the last slide.

I just want to know what is going on with Pompano Beach. I mean, it's another big -- big number. So maybe there's a reason?

MS. CASSINI: Yes. The reason that Pompano Beach has such a

large dollar value of surtax funding in the early part of the program is that they have a very large construction project, and they have a very robust community shuttle program.

So, they have projects and they have community shuttle.

MR. HOOPER: Thank you.

MS. CASSINI: Uh-huh.

Now, this is a slide that I enjoy, and I know -- I'd like to also give kudos to my team for helping to put these slides together.

Thank you, Alex, Margaret, Lena.

We are excited to at this point in the program, knowing that this will not continue into the future, to have so many projects in the municipal side, both rehabilitation and maintenance and capital, that have cost savings.

What does that mean? How do we define that? It just means that the actual amount spent of the surtax is less than the amount that was awarded.

So, 18 of those 28 projects came in under budget. Pretty remarkable, and very helpful when we are starting to see a lot of cost escalation and requests for inflation as we move forward.

Oops, sorry about that.

CHAIR COOLMAN: Can you go back one?

MS. CASSINI: Sure.

CHAIR COOLMAN: The X, projects officially withdrawn.

MS. CASSINI: Oh, sure.

CHAIR COOLMAN: Does this have anything to do with the Phase 1 projects?

MS. CASSINI: It has everything to do with the Phase 1 projects, Mr. Chair.

CHAIR COOLMAN: Maybe we'd like to hear from Nathaniel.

MS. CASSINI: Sure.

MR. KLITSBERG: So, I think at the first meeting that I participated with you all at, one of the goals that we had for 2024 was to stop talking about Cycle 1.

And we are nearly to that point. Pretty much all projects that can be under contract are under contract.

There's a couple of stragglers that have -- because of outside issues such as, you know, we have one city that has had its single point of contact changed multiple times, so getting to the finish line with them has not been an issue of a lack of effort on the city's part, or certainly not on MAP Administration's part, but just because of constant turnover at a city.

In fact, Gretchen and I were just talking -- can you hear me?

Gretchen and I were just talking yesterday about a couple of that city's projects where we're still missing a few documents where we're just going to push forward and put them under contract and kind of have task zero be finishing the things that you were supposed to have before you go under contract, with some ability to terminate their project, potentially, if they don't

finish with task zero within some reasonable period of time.

That, along with a -- you know, I think one project where they utilized outside funds that there is no ability for them to recoup but we don't have under the current agreement an ability to just cancel their project, as well as a couple of projects where -- which are intentionally being slow rolled because we're waiting on things like traffic warrants from the County or other outside matters to go under contract. Those are intentionally not under contract.

But, again, as much credit to MAP Administration for working with us to make sure that we have everything that we need, some additional flexibility that we've been able to provide, and be able to get these -- these matters under contract so you won't have to hear about Cycle 1 projects other than ones that are being finished or ones that are moving from design into their construction phase.

And we've actually had a lot of those recently, as well, that have been moving from earlier phases into construction.

CHAIR COOLMAN: Well, I think an attaboy is due.

For those that have been on this board a long, long time, this has been a long time coming.

So, thank you very, very much.

MR. KLITSBERG: Yeah. It -- it's been my pleasure. It's -- again, it's -
- it's nice to be able to come back with -- with good news on that.

And, you know, I'll be talking in comments at the end of the meeting today about some other things that are -- are going on as well within the -- the legal group and the program generally.

And one other thing that I'll make a point of personal privilege about, and, unfortunately, he just left, I spoke with Coree earlier today about making sure to mention to you all about the leverage that they've been able to get on these federal and state grants.

Paul Strobis, who was here, from BCT, who is responsible for the paratransit program, we recently were able to obtain, you know, due to his efforts and his team's efforts, 2.25 million dollars from FDOT to purchase additional paratransit vehicles, leveraging about I think 200 -- only \$250,000 from the surtax.

So, another scenario where it was ten to one dollars.

And that was just approved by the Board at a Public Hearing earlier this week.

So, I want to give them a lot of credit for being able to utilize the surtax money in a way that truly leverages those dollars.

CHAIR COOLMAN: Great. And thank you.

Gretchen?

MS. CASSINI: Yeah, and I -- I'd also, if you -- since we stopped here and you asked about the red X's and the projects that have been withdrawn, I'd like to just acknowledge that the Broward County/City Managers

Association, their Surtax Subcommittee has been dogged about reaching out to municipalities that have projects that are no longer wanted or infeasible to formally withdraw those projects.

So, we have received a significant number of withdrawals in this year as a result of their efforts as well.

So, we've been collaborating with them, and it's been a good relationship. It's been very helpful.

CHAIR COOLMAN: So, I need to thank the cities also. All right. Thank you, cities.

MS. CASSINI: So, what's coming. We wanted to give you a -- a visual of the level of investment expected -- again, this is all just planned, not budgeted and appropriated, programs between 2026 and 2029.

The first slide that you're looking at with the green bars is associated with the County.

And the way that the County budgets is in giant buckets. And so that's why you have a legend there, so that it, you know, helps you understand what is inside of these buckets.

Regional transportation included commuter rail.

In the past, it has also included the pat Salerno Interchange. So, the northbound 869 ramp over by the -- the bank arena.

In the biggest tallest bar, you have PREMO. That includes the port, airport, Convention Center light rail project.

And then here --

CHAIR COOLMAN: Comment. Can you go back?

MS. CASSINI: Of course, sir.

CHAIR COOLMAN: We always hear, well, the surtax has all this money sitting around. I think if you look at this chart, you can understand why. We've got a lot -- we have some very high things going to cost in the future.

So, it's not that we're not spending the money. We're being a little bit wise by setting aside so we can.

So that's my comment.

Alan, what do you have?

MR. HOOPER: I -- I just don't want to go too -- too early. You may get into this.

But are you going to get into the detail of those different bars, or should I ask a question about that now?

So, again, I -- I bring this up a lot. But I just have got to believe that it's probably one of the cheaper things we can do, and it's probably one of the most relieving things we can do for our people that are in automobiles. But Public Works and the investment in synchronization and smart intersections or whatever.

I still find myself in all different parts of the County, driving in the same lane as the -- either the -- the peak traffic, and finding intersections where the

lights are red and nobody's going through the intersection on the side streets, and we're all just sitting there.

I also see often where there's accidents or there's something -- as a matter of fact, Pompano's spending a lot of money on Atlantic Boulevard right now, and I try to avoid that by going west of Atlantic and not starting from US-1 to avoid that.

And I was on West Atlantic, and there was just a fender bender. It held up about three miles of traffic heading west in the evening -- in the afternoon.

And -- and I just think that that whole idea -- and it was at the turn where you go to turn -- the Turnpike. So, it was in a very strategic spot for people going home.

And if we had these smart intersections, I would think that there would be -- it lasted for a long time, which meant nobody came to help move this out of the traffic.

So there -- that whole smart intersection thing that we were sold on at the beginning, and the whole synchronization thing, I think if -- if -- if I were the County Commission, I would be like, give me -- because it's the cheapest thing to do. I mean, when you start getting into PREMO and -- and I want to do all those things, too, so don't get me wrong.

But when you get into something that -- that's driven by fiber or cellular and it's cheap to install, I'd say tell me -- give me the best software,

the best program, go get the very best one, and -- and let Public Works just have a field day. And -- and spend more money, allocate the resources that Public Works needs, more people, a third -- third-party installers, whatever it takes, and get the entire County covered in smart -- in synchronized traffic.

And I hear that it's not -- I hear you guys sometimes tell us that, no, well, it's -- it's not the -- the -- the end-all be-all solution. But I think it certainly would help, because there is a lot of dysfunctional stuff going on with the lights around the County.

And not just where I live, but in places I travel to.

CHAIR COOLMAN: Alan, I think we talked a little bit more about this at a meeting you were not at.

However, I think this might want to become a recommendation of this board to go to the County Commission that this needs to be given the priority.

I think it was a priority. I think it was put on the back burner. And I think it needs to be back.

So, Gretchen, I would -- I don't -- I don't know if I need a motion, but I'd like to have one, to direct you basically move this to a priority issue.

It's something that -- you want to sell the surtax; this is one way everyone'll know it.

So, let's change gears a little bit. And anyone like to make a motion based on what Alan said?

MR. KLITSBERG: There -- if -- if you want to have a motion regarding

it, that's -- that's totally fine. It would be a communication from the Oversight Board to the County Administrator under the -- the discussions that have been had with her for her review and to provide a response back to the board regarding this particular issue, is what we're talking about.

CHAIR COOLMAN: Well, whether it's -- I assume there's going to be - - can be a letter come from me to the County Administrator, that's what you're talking about.

Whether that needs a motion or not, I don't know.

MR. KLITSBERG: No, you can absolutely --

CHAIR COOLMAN: But I would like to have --

MR. KLITSBERG: -- (inaudible).

CHAIR COOLMAN: -- the feeling of the board before --

MR. KLITSBERG: Absolutely.

CHAIR COOLMAN: -- we write this letter.

MR. KLITSBERG: Absolutely.

MR. HOOPER: (Inaudible.)

CHAIR COOLMAN: Pardon?

MR. HOOPER: I'm the only one who spoke, so we might want (inaudible).

CHAIR COOLMAN: Well, I'd like to hear if anybody disagrees with Alan.

MR. ALLEN: Mr. Chairman, is it appropriate, though, that this board

consider an item that was not agendaed?

MR. KLITSBERG: Well, this -- again, to the extent -- this is a discussion item. There's no action that's actually being taken under -- under the ordinance.

Basically, it's a discussion about whether or not to communicate this particular issue to the County Administrator and request a response or some additional information.

I -- I -- from a legal standpoint, I have no concern with the board taking that particular issue up right now.

There's certainly nothing, you know, under Robert's Rules or otherwise, that would create an issue with doing that.

CHAIR COOLMAN: Well, my -- my feeling is we've talked about this, Alan, five years ago, okay? And we've been talking about it, and we've been talking about it.

Let's do something a little different about it. Whatever you recommend, I just want to have the feeling that this letter has the backing of this board.

And I don't know whether I -- show of hands. Everyone in favor of doing this?

MR. ALLEN: Well, I would suggest -- I would suggest that we have -- before we taken action like that, we fully hear an update on the status of traffic signalization or -- I mean, we started the County started (inaudible) --

CHAIR COOLMAN: Phil, we had --

MR. ALLEN: -- years ago.

CHAIR COOLMAN: -- we had an update. We've had updates every year.

We don't need an update. We need action.

There is no reason, other than I think it was pulled off as a priority, and I'm saying this board, I think, thinks it needs to be a priority, however we need to do that.

CHAIR COOLMAN: I would ask before we take the -- or we actually pass that motion that we allow staff to come to the podium and give us a status update on the synchronization of traffic signals.

CHAIR COOLMAN: Well, my recollection of what I heard at the last meeting was this is still a long way out. But that's my recollection.

All I'm suggesting is we need to get this more priority than it is getting. And I don't think we need to hear again from staff on this. We've heard the same thing from staff.

This is either -- either -- I don't think it's the staff that's causing the problem. I think it's the prioritization of this issue.

And we, as an Oversight Board, have an obligation to see that the money is being spent in the right place at the right time. That's all I'm advocating.

MR. KLITSBERG: I know that Gretchen wanted to add something to

the discussion.

MS. CASSINI: Mr. Chair, may I?

So, when we came to you in August with the budget from Public Works, you saw that the vast majority of the costs associated with their budget were intersection improvements, widenings, fiber optics, and adaptive traffic signal control.

I know Mr. Awwad is planning to come. That's the Director of Traffic Engineering. He's going to come in December, provide an update.

And the U.F. near miss study, which is somewhat tangentially associated with these types of initiatives, is also going to be giving you an update on December 11th.

I did want to just acknowledge the fact that Tony Hui is here. He's in the audience. If it is the will of the board to have an update on whether or not this continues to be a priority for the County, congestion management, a priority of the surtax and the way that we budget and the amount of funding that we're spending on it, we do have someone from the Public Works Department that can speak to that.

CHAIR COOLMAN: My question would be would Tony like to respond today?

MR. HUI: Sorry. My apologies. Don't -- don't mean to make light of the important issues that we are talking about here.

You know, it -- it -- it's a difficult issue. And, Mr. Hooper, I've been in

situations, I think all of us probably have, where we sit in the red light and then you don't see some of the, you know, cars going by and why hasn't it turned and so forth.

And there's a number of issues that I can, you know, try to justify and explain. I don't need to -- I don't need to do that.

And -- but I just -- I want to just sort of emphasize to the board that, you know, this is a -- a traffic signal system is one of the largest system in the country in terms of how we handle things, a lot of different issues that are involved.

We have not -- it -- the priority in terms of reducing congestion management has not changed. I think we hold that in high -- you know, in -- in -- in -- it is a high priority in our program.

I think you have seen that; you know, we have made investments into our fiber optic system to build the backbone that's associated with it. Of course, you guys have seen, they did the funding and, you know, we continue to develop the adaptive traffic signal systems.

And some of them are just about ready to come online. So, we're going to be able to see some of that effects.

But that doesn't mean that the systems cannot be improved. I think some of the issues that, you know, you just mentioned, and some of the things that we talked about, I think the system can continue to improve and go along.

And I think we can continue to work along with that. I'm not sure that -
- I -- I don't think -- I think everyone recognizes the priority, and I -- certainly
staff does, in terms of, you know, helping to manage congestion. I think we --
we all recognize that, and I think we're going to continue to do that.

We're not perfect, and -- and there's -- there's situations with
equipment, situations with continuing -- evolving technology.

I think we -- we continue to take a look at all the technologies that are
evolving and emerging. And I -- I think that we're going to continue to take a
look at that, and then we're going to keep -- you know, we'll -- we'll -- we're
working on it.

We recognize the -- that -- you know, the importance not just to the
board, but also to the entire public as a whole.

So, you know, we'll be happy to continue to engage on it. I know you
guys will continue to hold us to the task and, you know, we're -- we're going
to be, you know, working with you and working with the public to try to, you
know -- to -- to make that continued improvement as we go.

So -- but we're certainly happy to come back in December and -- you
know, and -- and provide additional information and allow additional
discussion on the topic.

CHAIR COOLMAN: Alan.

MR. HOOPER: So, I appreciate that. And I look forward to hearing
about it in December.

And I -- I just want to say that we, as a board, are -- are not -- I don't think it's our job to sit here and just listen to what's happening.

I think it's our job, as public citizens who are out and about, who listen to friends or business colleagues, and we -- we then project that at these meetings.

And -- and that's what I'm doing. I'm telling you that -- that -- that I believe that as -- as important -- and I -- I love the whole airport hub, I love PREMO, I love -- all the things are doing are great on the public transit standpoint.

But the truth of the matter is is that 99 -- or maybe 90 percent of all people use their automobiles. And -- and I think it's up to us. We talk about performance audits and performance measures. And I think there will -- there should be a moment in time -- and maybe we've talked about it. And I'm sorry. I've missed a couple meetings this year, so I may be reiterating stuff that you guys have already talked about.

But I think we should be auditing the -- how certain things are performing, even synchronization, even though it's in the infancy of where it is and decide should we -- should we allocate more resources to that, should we give Public Works more resources, because it's a priority.

Maybe we should go out and do a survey and say, of these 20 things, how is the County performing, and ask the public how they feel about our transit system. They say, oh, that's great, there's new vehicle, its information

system, the app is great.

Well, ask some people that are sitting in their cars how they feel, and let's see what they think about synchronization. Because I think they're going to say, this is a pretty high priority on my list, and let's throw more resources at Public Works to help us with that.

And I -- and I hear about traffic reduction and adding left turns and right turns and all that. I'm not talking about that. I'm talking about sitting in - - on the streets and at intersections that work perfectly well going left and right, that are just feeling like this could be better.

And so that -- and so I look forward to hearing in December, but I also think at some point this board, we should either do some sort of a -- a study, pay for it, do some sort of a study, do some sort of a performance measure, do a survey, and let's find out how this whole thing -- and then let's talk about the very best technology, because it's -- from a perspective of capital cost, synchronization is not the most expensive thing in the world to do. It's actually probably one of the cheapest things to do.

So, I think we should be focusing in on that.

Thank you.

MR. HUI: If -- if -- if I may add to that a little bit. I think I -- you know, I think we would all agree with you that, in terms -- no matter what we do, I think we hold ourselves to the performance that are expected, and certainly would have no issues in terms of measuring and comparing and that type of

thing. Because, you know, that -- that -- that's what we all do.

And I -- I do just want to -- and I -- I'm sure the board recognizes this, is that managing construction and managing -- excuse me, not construction - - managing congestion, you know, is a complex issue, and its complex topic.

And I think one of the things that, you know, even with all of the technology, no matter, you know -- no matter how innovative and how advanced we go, one of the things that's difficult for us to overcome is over capacity.

You know, many of our roads just get into that situation where new development comes in and it just gets congested.

And -- and so, you know, I think, as we go forth and -- and perfectly happy, again, you know, to -- to do the evaluation and comparison, is is that we need to recognize that, you know, in terms of over capacity, it is going to be a major constraint to please everyone along the roadway.

So, if we can recognize that as we go, I think we will, you know, have a very fruitful journey in terms of trying to resolve the problem. Uh-huh.

CHAIR COOLMAN: Phil?

MR. ALLEN: Mr. -- Mr. Chairman, thank you.

I -- I -- like my colleague, I think eventually got to the issue that we have on our agenda today a discussion of scoping a performance audit, or a program performance audit of whatever this board determines to be a priority.

And I would suggest that perhaps this is a -- an item that would be put on our agenda for discussion later relative to the performance audit as a possible target rather than a generic audit that just talks about whether we have complied with the -- to the statute as a board over the five years, that we look at the history of traffic management and traffic signalization, even before the existence of the surtax, and the various technologies that have been applied, and what is the best direction going forward on -- should we learn from our past and incorporate that as a higher priority in the future appropriations.

CHAIR COOLMAN: Agree. And I believe they're here today to find out from us what we want this performance audit to look like. And I think this will be a segue into that.

And I just want to say, Tony, I know you, your enthusiasm, your abilities. This will get taken care of.

But if you need anything else from us to maybe get through the weeds of the bureaucracy, please ask.

Thank you for everything you're doing.

MR. HUI: Thank you.

CHAIR COOLMAN: Thank you.

Go ahead.

MR. MCELROY: So, will there be an expert on this in December?

MS. CASSINI: So, the Director of Traffic Engineering is scheduled to

make a presentation in December. He generally makes a periodic presentation, which is what your colleagues were mentioning before.

Because this is a primary objective and goal of the surtax, so we've had conversations since 2019, including FDOT, because we share a facility with FDOT to do traffic --

MR. MCELROY: Uh-huh.

MS. CASSINI: -- system management.

So, this is kind of an ongoing, evolving conversation. And probably about three times a year, we get updates on what's happening.

CHAIR COOLMAN: I guess we're ready for the blue chart.

MS. CASSINI: Oh, yes, the blue chart. So, this is what's coming in the municipal surtax program based on what has been programmed in our budget.

The left bar is related to municipal projects, and the bar on the right is associated with the municipal community shuttle program, including infrastructure and ADA improvements.

And the --

CHAIR COOLMAN: Can we go back to the blue one?

MS. CASSINI: Sure, sir.

CHAIR COOLMAN: I think it would be good for you, Gretchen, to explain the changes in the community shuttle and how much more surtax money, if I'm correct, is going to the cities for their community shuttle as

opposed to what it used to be.

MS. CASSINI: Be happy to.

So, one of the elements of the transportation surtax program as it was being developed that was very popular was the idea of fully funding certain aspects of transit that were popular, that were growing. So, paratransit and the community shuttle were elements of the financial plan that had a significant influx of surtax funding, both for capital and operations and maintenance, so for the existing program and the expansion of the program.

So, if you look in the County's budget, you actually see lines. Existing, expansion. It's got vehicles. And it has infrastructure improvements. Because those were things that our municipal partners felt were extremely important that the surtax support.

Before the surtax, the County was only offering a subsidy. And the subsidy would equate to a particular proportion of each individual city's budget for community shuttle, depending on whether or not they did the service in house, whether or not they contracted out, how robust their service was.

And many cities were complaining that they were spending a significant portion of their General Fund budget on this community shuttle program. And the city was only giving them 30 percent, 35 percent, 40 percent, and they were coming up with the rest.

So, the surtax came in and attempted to fully fund, understanding that

when we talk about the words fully fund, that, like every grant program, there are some administrative costs, in-kind costs that these municipalities that participate in the program are still continuing to bear that might not be reimbursable.

But the vast majority of the costs associated with the vehicles and the operations, and the maintenance and the infrastructure are now covered by the transportation surtax fund.

CHAIR COOLMAN: Thank you.

MS. CASSINI: My pleasure.

So, this slide, a little complicated, so I'm going to take a moment to kind of walk through what it -- it is intended to demonstrate. So, what is -- what's the story that that little pie is trying to tell?

Well, one of the biggest goals of the program was leverage. That was something that when we were going out in 2016 and 2018 and talking to people that we heard consistently was a frustration. We were a donor county in a donor state. We weren't getting our fair share.

Getting a local, dedicated source of revenue would help us access state and federal funds. We could go after larger discretionary grants. We could have a match that would allow us to go get other people's money.

So how are we doing five years into the program with respect to getting to a 2.5-billion-dollar leverage goal?

We're at \$314,000,000, and you heard today about some additional

funding that's going to go ahead and get added in there. Margaret's taking notes.

And what the purple that -- thank you, Mr. Chair, for your suggestion on this. He -- he had some ideas about a way that we could tell the story a little bit more coherently.

So, if we were to, over the next 25 years, get the same amount of leverage that we've been getting from the cities, from Public Works, from Transit, which you'll see along the bottom there, we would be short of our goal. That white in the pie would indicate that we didn't make it to 2.5 billion dollars.

But the story that I think Coree was telling earlier and that we've been talking to you about in August when we bring the budgets to you is the next five to ten years of this program is where the big capital investments are going to take place.

If you look at those bars in Transit for PREMO, the surtax assumption, the commitment of the transportation surtax, that is just a piece, a piece, of most of the PREMO program, of most of regional transportation.

So, there are assumptions built in to the -- that budget of federal and state participation.

And so, we do expect that when we're talking to you in 2032, that we're going to have made a very significant amount of progress towards that 2.5 billion dollar goal.

If we have built premium transit, it will be because we had the support of our federal and state partners.

CHAIR COOLMAN: Thank you.

Quick question. The 30-year surtax, how many billion dollars are we talking about that the taxpayers voted for, or we project we will get?

MS. CASSINI: 16,000,000,000.

CHAIR COOLMAN: Sixteen?

MS. CASSINI: Sixteen.

CHAIR COOLMAN: Sixteen.

MS. CASSINI: That's correct.

CHAIR COOLMAN: So, this 2.58, I don't know what percent that is. It's probably -- ten percent is 1.6.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Ten percent is 1.6, so it's probably 15 percent, plus or minus. That's incredible. I mean, so, really, your penny is -- is worth about 15 -- 15 percent more than a penny.

Thank you.

MS. CASSINI: You're welcome.

And now -- hopefully the speakers will work, because it always works when you're not here. It works perfectly when no one's in the room -- I'd like to give you -- because, as we all know, a picture is worth a thousand words, a really good video hopefully worth 10,000 -- a sense of how much we've

accomplished in five years.

These are videos that have been produced in-house with your staff.

And I'd just like to recognize (Inaudible) and Tashauna Wilson for the incredible work that they've been doing.

The drone video footage that you're going to see in some of this video is really great.

(Video plays.)

MS. CASSINI: We have a couple more, but because I want to be respectful of Ahn's time, I wanted to ask if you wanted to come up and get recognized and talk a little bit.

So inside of that video, there was a segment about the repair of the bridge on Sheridan, right? And that repair that the Surtax Oversight Board and the County Commission prioritized and found money for in an emergency situation just won a very big national award.

MR. TON: (Inaudible.)

MS. CASSINI: Oh, hit the mic. There you go.

MR. TON: It's usually the (inaudible) that doesn't work, but.

We were awarded the ASCE National for our small project of the year award. The reason it's small, because we saved a lot of money, so the project was small.

But just so you know, the -- the bridge was hit -- that bridge got hit pretty frequently, but that was a very severe hit in September or so of 2022.

We do what we normally do, we shut down part of the Turnpike, started working with them, to try to -- trying to find a -- the normal process of repair would be to remove that beam, but in what we call a carrier beam, which is an emergency beam that just sits there while we design and fabricate the new beam.

A week later, when that -- before that could even happen, Hurricane Ian happened, which hit severely the west coast of Florida. And the governor ordered that all lanes shall be open, because we have to get, you know, resources to west coast of Florida.

So, we have to rush to make sure -- you know, we can no longer do a -- a longer project for that repair. So instead of -- you know, if you look at bridges, normally the bridges, all the beams are exactly the same, the columns are exactly the same. And -- and we do that for a good reason.

Well, in this case, we couldn't find a manufacturer that can fabricate that beam, you know, within a matter of weeks. It would usually take months to do.

So, we design it -- we went the opposite way. Let's -- let's find a beam that we can manufacture within two weeks, and let's see if we can design it in.

So, we found a beam, a manufacturer can design that within three weeks or so and deliver to us.

Our staff built a 3D model of that bridge with the help of our consultant

partner, and we quickly designed that beam to fit onto that -- that beam to fit onto that bridge.

And we were able to do it all, manufacturer, work with a consultant, with a contractor, and deliver the project within 90 days.

So that's why when you drive it, it looked a little weird, but there's a -- there's a good story behind all that.

When you drive northbound, that -- that one beam that got hit looks very different from the -- all the other beams just because, you know, we did what we had to do to get it done, so.

And now we're about to jack that bridge up so hopefully it doesn't get hit again enough for, you know, and that's also funded by surtax.

MR. ALLEN: You're going to jack the bridge up?

MR. TON: Yes, very carefully.

MR. HOOPER: Wow, that's amazing. You'll probably get another award for that.

MR. TON: Thank you.

MS. CASSINI: And -- and just for anybody listening, the ASCE is the American Society of Civil Engineers, correct? Okay. Great.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: Next up is a video that was developed to talk about our 30 for 30 goal. It was specifically designed for mobile devices, so that's why it looks the way that it does.

If it were playing properly, you would hear Sandy-Michael McDonald's voice throughout the entire video. You won't, because the speakers don't work.

But I just wanted to give you an idea of some of the ways that we're trying to be innovative and reach different audiences.

We have had a significant increase in followers and traffic on our social media platforms.

(Video plays.)

MR. MCDONALD: You often hear us talk about a 30 percent goal, and that's only on eligible projects.

But within that, you have small businesses that are also providing services, winning contracts as CBE primes.

So, it might be a \$5,000,000 contract (inaudible) 30 percent goal, that's 1.5 opportunity for small business.

But you have projects where the CBE has decided, hey, based on my capacity, based on my ability, why would I just wait to be a part of 30 percent. Let me go after the entire contract, whether that's 800,000, whether that's a million, whether that's two.

That's value to the program, because the more we can support this business with eligible activity that they can actually perform, it grows your scale. They grow, they hire more, they spend more, and those dollars for that GDP I'm going to show at the end of the year stays in your county.

(Video ends.)

MS. PENNANT-WALLACE: Gretchen, what are we doing about the issue with the videos? Because it has been happening for a while now.

MS. CASSINI: So, it's a great question, and you have every right to ask it, since the surtax paid for this room.

We have every single time captured all of the issues, put it into writing. We have video, so we can show the contractor exactly what's happening.

As I mentioned in August, we have not done a final acceptance of the A/V for this room because of the continuing issues.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: The contractor was here yesterday replacing a power source, which we thought was the reason for some of these issues, as you mentioned.

They were here in the front doing testing.

As Coree mentioned, we did testing all day Wednesday, all day Thursday, until late yesterday. Everything was working perfectly.

So, they'll have to come back out and try to figure out why this happens when we have a full room and not when we don't.

MS. PENNANT-WALLACE: And when -- when you're doing testing, are you set up exactly as we are now right now with all the TVs on, with microphones on?

MS. CASSINI: We have all the TVs on, and we have some mics on,

but, you know, just like right now, there's only one person whose --

MS. PENNANT-WALLACE: Right.

MS. CASSINI: -- mic is on.

So, we try to replicate the situation that we expect to have as much as we possibly can.

And so far, there have been, you know, multiple issues that have been identified that they have come out and rectified.

So, all I can tell you is that we continue to work with the vendor and our Construction Management Division, which is the project manager for the project, trying to find solutions.

MS. PENNANT-WALLACE: It must be the magnetic personality of the board members that just keep messing with the whole deal.

(Laughter.)

MS. CASSINI: So, Roy just had a great idea, and he thought maybe we break. Everybody can have a few moments, get some lunch.

We'll restart the entire system and see if we can at least show you this incredible port bypass road video the way it is intended to be.

And cross your fingers for us.

Mr. Chair, when would you like everybody to come back?

CHAIR COOLMAN: Well, first of all, I don't know that lunch is ready, but if it is, that's fine.

If it's not, I would rather start with our -- our next part of the program

and then break for lunch when lunch is ready, and then we can do the video after, too.

But I -- you know, as a -- as a -- as a chef, I suppose they were ready at noon. But if they're ready at 11:30, maybe.

But I would check with them before we barge in there.

MS. CASSINI: They're almost ready. I can see them. So, I think if everybody just, you know --

CHAIR COOLMAN: No, they look --

MS. CASSINI: -- goes to the --

CHAIR COOLMAN: -- they look like they're almost ready, but --

MS. CASSINI: Okay. I'll go check.

MR. HOOPER: Go ahead.

CHAIR COOLMAN: Huh?

MR. HOOPER: Well, there's some of us who have been waiting for this break.

(Laughter.)

CHAIR COOLMAN: Oh, okay. Well, maybe -- maybe we'll take a break.

(THE MEETING RECESSED AT 11:30 A.M. AND RECONVENED AT 12:15 P.M.)

(Audio adjustments.)

CHAIR COOLMAN: Well, we're ready for --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: -- we're ready for D4.

MR. HOOPER: Might be the TV.

CHAIR COOLMAN: Program performance audit feedback and discussion.

Let me preface this --

MS. CASSINI: (Inaudible.)

CHAIR COOLMAN: Oh, yes. We're going to now try the videos.

MS. CASSINI: (Inaudible.) Okay. If you would indulge me. Okay. If -
- if it would be all right with the board members if we could try to show the port bypass road video.

I -- I think we have got the technology working. Would that be okay?

CHAIR COOLMAN: Let's give it a try.

MS. CASSINI: Okay. Thanks. It'll be quick.

(Video plays.)

UNIDENTIFIED SPEAKER: We're starting construction of the Port Everglades bypass road, and the project is intended to provide public access to the Convention Center and 17th Street beaches through Port Everglades from the intersection of State Road 84 and US-1 to the Convention Center at Eisenhower Boulevard and 17th Street.

The new bridge will create a bypass. It will be a great benefit of any of the general public driving through the area. It'll improve access to the

shopping and restaurants on 17th Street, improve access to the beach, but, more importantly, it'll be a tremendous driver for Convention Center business.

This is the very beginning of the work. As you can see, there's several operations going on. They're relocating some ITS conduits of the fiber optics.

The existing system was in the proposed roadway, so we're just doing a simple relocation to move the box and all the connections beyond the curb line into the sidewalk.

And here at the east end of Spangler Boulevard, you can see crew members assembling steel for the barrier wall that will define the bypass road, and another crew is placing concrete for the foundation of that wall.

In this aerial view, we can see the barrier wall that we just saw being constructed. That will define the bypass road for public traffic.

Another road will be built at the very north side along the fence line, and that will be the service road, providing access for the tank farm.

This operation is the installation of a foundation for a mast arm traffic signal.

MR. SANCHEZ: Thank you, Broward County, for the opportunity to have LEAD performing for you guys. What we're doing here right now is drilling a grout shaft for a future signalization that we're doing here in the intersection. It will be part of the bypass project because this traffic signal

will actually control traffic at surface versus whatever is coming through the bypass on the free flow.

It should be good to go by the end of 2025.

We identified one of our best subcontractors that we have used in the past, which are AUM. So, they are a full CBE for Broward County.

UNIDENTIFIED SPEAKER: What the fellows are doing now is they're assembling the anchor bolts that will hold the new mast arm to the foundation.

We are going to open the bridge in November of 2025.

(Video ends.)

MS. CASSINI: Yeah, I just want to again give a shout out to your staff, your team that actually produced all of the images for that video except some of the video that had been provided by Public Works Department and their design firm.

So it's been great. And we appreciate you letting us have a moment to show it to you, because it's a marquee project for this program.

MS. PENNANT-WALLACE: Awesome. Awesome.

(Applause.)

D4 - PROGRAM PERFORMANCE AUDIT FEEDBACK AND DISCUSSION - SESSION 2

CHAIR COOLMAN: So, we are now ready for D4, correct? Program Performance Audit feedback and discussion.

So, we're in the process of trying to define what we would like to see audited; is that correct?

MS. ROGERS: Yes. This is a follow up to our discussion that we started at the last meeting, where we kind of set a framework for discussions today.

But -- but the presentation I have today, kind of building on that, some of the ideas that we discussed that we had positive feedback, but I've heard the comments you've made today, and I'm ready to address them within the slides that I have.

So, without further ado, I guess I'll just started. Audio will just be provided by me.

CHAIR COOLMAN: Can I -- can I make a comment, because I -- I read through this stuff, and I was a little bit confused --

MS. ROGERS: Okay.

CHAIR COOLMAN: -- which is not necessarily anything unusual, but -
-

(Laughter.)

CHAIR COOLMAN: -- the performance audit that I thought we were going to be doing --

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: -- is an evaluation of the projects, what they said they were going to cost, what they cost, if they're on time, that type of thing.

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: I didn't -- I haven't seen that yet in there. Maybe it is --

MS. ROGERS: Okay.

CHAIR COOLMAN: -- and I just don't understand that.

And the information that this board is being given by staff, to me, answers a lot of what I would consider audit questions --

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: -- because they're telling us how we're doing.

So, I am sitting here wondering what and why we're going to audit.

So, I just want you to understand where I'm coming from.

MS. ROGERS: Absolutely. And while I'm here to present some initial suggestions and discuss a little bit what performance audit is, we're also here to hear your feedback on what you want audited, you -- you know.

So please don't think that we're -- we -- we don't have ideas. What we wanted to do was present something but also hear your ideas.

You know, auditing -- and just I'll even start off just to -- to set a little bit of a framework, you know, we do -- we do have limited staff. There are huge amounts of programs that fall under surtax.

So, we want to make sure that when we are planning an audit, we're focusing on what's going to bring the most value and answer the questions that everybody here has most pressing on their minds.

So, I mean, we -- we -- we pick an audit -- I don't want to say out of a hat, but, you know, from our annual plan, but what we really wanted to do and what is part of our annual planning process is getting feedback from stakeholders.

So please understand, we're -- we have some suggestions today, but we also were -- were here to hear your feedback.

So just to start off, I'm Laura Rogers. You've probably seen me at most of these meetings. Sometimes I'm sitting back there. But I have been listening to you and hearing your concerns.

And I also have Kathie-Ann Ulett, who's the Deputy County Auditor, with me today.

So, without further ado, next slide. This. This. Excellent.

Okay. So, for -- a performance audit is sort of a big, broad term, and it can mean a lot of different things. So, I just want to help everybody understand, at least from in the audit world, what are we really talking about when we say performance audit.

On the surface, it's an objective analysis to assist management and those charged with governance and oversight to improve performance, facilitate decision making, improve public accountability.

And just sort of putting that a little bit back in -- in speaking terms, you know, we're going to come in, we're going to gather a lot of information, a lot of data. We're going to have interviews, observations.

Information can come from a multitude of different sources. We try to pull that together and take a look at, depending on the topic, big picture or -- or specific questions that we're trying to answer.

And the goal is to put this information together, provide a report that helps management understand the programs and make decisions about how to move those programs forward.

The audit is always to inform stakeholders, this board, County Commissioners, the public, other agencies that receive surtax funding. We -- you know, we all work together, so there's a lot of stakeholders.

Our audits always include recommendations to management on improving operations. And we -- we call those opportunities for improvement in -- in our reports.

The objectives of a performance audit can vary. Some of that depends on the nature of the subject, the materials that we're looking at, the approach we're -- we're trying to take, or the question we are trying to answer.

In a nutshell, are we effective is sort of asking are we meeting our goals, are we getting X, Y, Z done.

We could be looking at economy, which is saying, okay, for the money we've spent, are we -- are the costs appropriate for what we're doing.

And then we could also be looking at efficiency, which is some of those outputs, but it could also be looking at timeliness of delivery in -- in a

case like this.

So, there's lots of different things that could come into a performance audit.

And every audit has an eye to compliance. Are we following the rules we need to, the regulations. Are we operating within the structure we're supposed to.

Okay. So now what could we audit? We can audit an entire program, or we can audit a project.

So, we can start at a high level, or we can bring it all the way down to a very focused approach.

So, the perspective we had last time -- and you asked me the same question, what are we looking at. Well, that's what we're going to -- we're -- we're here to decide.

Starting with a macro or higher-level approach could be looking at the success of an overall program, considering a program in its totality. And that can have multiple different aspects of operations or projects, different objectives.

In this case, we're talking about the surtax funding overall.

A lot of the slides Gretchen provided to you today are somewhat performance in nature. And so, if we did a higher level on it, it would be even doing a further dive, different analyses, but some -- somewhat similar to some of that information. Where -- where's the money going?

We could also take a look at a specific aspect of a program. So, we have surtax as an entire program, but maybe we have transportation as a -- a specific program or a project or a structure within that.

And then even if we went further down into transportation, then we could be like, okay, how is this bus route performing, how is our marketing program performing, what's revenue.

So, again, we can start big, filter down smaller and smaller.

I've heard a lot about traffic signalization today. You know, we -- we can take a look at that, you know.

And, actually, years ago, I did a performance audit of Traffic Engineering. Very interesting. That was back when we were first installing fiber optics.

So, there's a lot of information. There's a lot of performance metrics out there.

Even though I came here prepared, and on the next slide I'm going to talk to you about that higher level approach, I -- I'm open and I'm hearing whatever -- the -- the comments here that the board is very interested in signalization and timing and efficiency of traffic movement. And that could certainly be an approach that we take.

So, I do want to just start with building on the initial recommendation that we presented at the last meeting.

And we do have the -- the recommendation of doing a first five years

of the surtax program implementation.

We think that this is a good first-time audit. We did have some positive feedback.

And somebody at the meeting last time suggested it would be great to have a recurring audit. And certainly, doing something from a high level, doing it now at the five-year mark, and then even planning let's do it again at ten years, 15 years, so this would be almost a baseline report that -- that we can have on that.

And we do think that this is a good starting point to do that.

And some of the things that could be considered, is the program being delivered consistent with the ballot initiatives. We can look at the 30-year plan. What has been spent and where.

CHAIR COOLMAN: Laura, I have a question regarding --

MS. ROGERS: Yes.

CHAIR COOLMAN: -- your -- where it says what has been spent where.

MS. ROGERS: Uh-huh.

CHAIR COOLMAN: That's where I said earlier that the information that we're getting from staff, like today, what has been spent where, has already been given to us.

I just don't want to duplicate and ask you to do something that we've already been given, is where I was coming from.

MS. ROGERS: Sure.

CHAIR COOLMAN: I'm -- I'm trying, in my own mind, that I think there are some things that need to be audited, but there seems to be some things that maybe they don't need to be.

And I do want to have an understanding of what this audit costs in surtax dollars, if anything new, or now.

But that's something we can --

MS. ROGERS: Okay.

CHAIR COOLMAN: -- think about. You don't have to answer --

MS. ROGERS: All right. I -- I will come back --

CHAIR COOLMAN: Okay.

MS. ROGERS: -- to your cost question.

CHAIR COOLMAN: Excuse me. Shea?

MR. SMITH: Oh, yeah. I just wanted to throw something out there on this kind of topic.

I think when you think about performance audits, right, or anything you're trying to measure, it comes down to what's the metric, right? What's the metric that everybody cares about.

And I would say in this instance, since we're public-facing and we're representing the public and we are the public, it's congestion.

So, to me, the meat of this is not necessarily are we, you know, exactly as efficient as we can be, but are we changing congestion and is

there a way to actually get after that, is the data there to look at that in a meaningful way.

I think between congestion and timing, somewhere in there, is kind of where we need to be a little bit focused from the public's perspective, because this is what they voted on, and this is what they're looking for.

And the average person, they're not in the weeds here with us to see the progress.

So, I tend to think that I'm not as concerned about compliance, for example. I know you said this will be part of it, but I think there's a lot of oversight at the County level. You know, I'm just not as concerned with that sort of thing initially.

I think that this all comes down to public perception, meaning, you know, actual outputs that we have.

CHAIR COOLMAN: Alan?

MR. HOOPER: Okay. So kind of playing of what both of you guys just said, to me, cost in a certain -- how much we've spent in a certain category does -- to me, matters, because if I were going to -- if I were someone trying to get the best I can out of traffic congestion, I would be looking at what places am I spending the money in those different areas.

Like, one would be traffic signalization. One would be transit. One would be Public Works improving roads, and right and left turns.

All that stuff matters. And so, I believe that it -- it -- you -- it requires

some sort of risk versus reward --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- or cost versus reward. And how much reward are you getting.

And -- and -- knowing that all -- no things are equal and that you've got to do them all anyway.

But -- but I do think that it's important that we -- we go beyond the macro, and we nail down some of the -- the different tools we have to improve traffic congestion and other things.

So that's why I do think that the cost of each -- even though we budget it and even though we talk about it, they can just pull it from the -- from the ledger. It's not hard for them to take the number and grab it.

So, I don't think you're adding more work by asking them to do that. I think it's just a matter of how are we going to measure.

And I think our metric should be, for instance, how many riders have increased on transit, and how -- how much did we spent on improving transit. We picked up another half a million riders, we spent \$30,000,000.

I mean, those things start to matter.

MS. ROGERS: Yes, the -- the -- that's good examples of what a performance audit on transit, and specifically bus ridership, might look at. What was the additional investment. What did we get for that investment. Was it in assets? Was it in operations? What happened to ridership? What

happened to revenue? What happened to that connectivity, and things like that.

I can say, though, there -- there's a lot going on at Transit. Transit's had a lot of planning. I think maybe Transit is an area we give time to work, you -- you know.

I'm hearing, though, a lot of questions about traffic signalization, which, you know, to really do a deeper dive look at that program, absolutely, if that's what the -- if that's what this board is really interested in. I also find that interesting. I think the public would find that interesting.

And, you know, Traffic Engineering, they're not here today. I'm not going to speak for them. But they do have different metrics that they report on.

As I said, I did a performance audit of that -- or in part of that years ago.

There's a lot of metrics out there. There's federal metrics that you can take a look at and looking at the baseline. How many of our intersections are actually smart and -- and retimed, and what's the schedule for doing that?

And maybe, you know, I -- I think often our -- our audits make an opportunity for improvement that if we really wanted to do more, sometimes it does take more resources.

And I think that's a question you also want to hear answered.

So, we can shift, but, again, I just want to have everybody understand

there's only so much audit that can take place at one time. So, we can talk about audit for this year and we can talk about audit for next year.

We're here to hear your priorities and work that into our planning process.

MR. HOOPER: And -- and just to use traffic signalization, since you --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- mentioned it, you know -- you know, my -- my first thought is do you have to have a pilot, at least a road already done in order to measure the success, you know? It's hard to measure it if we don't have a prolific program somewhere --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- in the County. Or --

MS. ROGERS: Right.

MR. HOOPER: Or, you know, I'd like -- so I'm not saying we should audit right away. I'm -- it may be just --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- you know, the motivation of doing an area or waiting for an area to be done, and then audit it. And then you may find, wow, this works so good, we've got to go do it some other places. Or fill up the whole County with it. Who knows?

But -- and then again, I -- maybe -- because you're the audit expert. So maybe there's a way to do it, to analyze it --

MS. ROGERS: You know, there -- I'm going to -- I -- I'm not -- I don't want to speak for -- for other agencies, but I assume, in a planning process, you know, just like everybody approaches things, there's what -- what's the need, where are the traffic signals that -- that we have opportunities, where's the bottleneck.

Then -- sure, then we have to get that designed and then we have to get it installed and then we have to say, okay, we measured it before and this is why we said, do this intersection.

And, you know, I don't know, it took X amount of time to get through that, you know, now we measure it afterwards, you know.

And that -- that could be -- you could do a performance audit of one intersection. I think what I'm hearing, though, is you want to hear what's going on countywide with more of these intersections, maybe understanding Traffic Engineering's process on that, but also taking a look at some of those performance metrics and those timings and maybe the -- the concept of signalization and travel time on -- on a broader level.

That -- that's certainly something -- that -- that's certainly an audit that can be done. And, you know, we're -- we're here to get your feedback. If that's consensus, we don't have to keep going.

But, you know, I'll continue to present what we want -- what we came up with for an initial plan, and then maybe we can get some guidance from you on what would be your priority.

MR. HOOPER: Well, and I don't think the board here is looking to just audit traffic signalization. I think we're looking to --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- see how this program is doing.

And I think that some of the money that's already been spent on some of these programs can easily be measured with some sort of metric.

I -- the only reason I'm bringing it up --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- I don't know if traffic signalization should be audited immediately. It might be -- you know, you were talking about Sunrise Boulevard. There's some other streets that are going to have it in the near future.

MS. ROGERS: Uh-huh.

MR. HOOPER: And either -- and that may be when the right time is to -- to -- to audit it.

MS. ROGERS: Yes.

MR. HOOPER: I'm only talking about I think you do have to narrow down the cost versus reward and then get some sort of metric. Whether that's the buses or whatever. I'm -- I'm not --

MS. ROGERS: Right.

MR. HOOPER: -- saying this audit should just be focused on --

MS. ROGERS: Okay.

MR. HOOPER: -- traffic --

MS. ROGERS: So --

MR. HOOPER: -- signalization.

MS. ROGERS: -- so that's why we -- we're -- and let -- let me continue with -- with my slides, and then we'll -- we'll come to these issues.

So, our recommendation was looking at the first five years of the program, looking at where it was -- you know, how it's been delivered by ballot initiatives.

And we have ballot focus areas were traffic congestion, roads, bridges, traffic signals, safe sidewalks, buses, special needs, rail, emerging transportation technologies.

Those are a lot of concepts.

We have information right now that was by division. Maybe we want to, you know, take a look at things by concept.

You know, there's projects. Location, type, completed, in progress. Some of this information you have, but maybe, you know, there's different perspectives that -- that can be provided.

And also, by nature. Operating expenses, assets, roadways, reserves, administration.

Again, some information received today, but what we were saying is a five -- a five-year approach right now gives a checkpoint. And it could be very interesting for this board five years from now to have that same kind of

repeated audit as a first audit example.

Yes.

MS. PENNANT-WALLACE: So --

MS. ROGERS: Sorry.

MS. PENNANT-WALLACE: -- Mr. Chair. Thank you.

I know I stepped out for a second --

MS. ROGERS: Uh-huh.

MS. PENNANT-WALLACE: -- but I think if we're measuring performance, it should be based on our goals, our established goals.

And I think when we're looking at creating connectivity, improving transit services, managing traffic systems, I think work with the goals, and then you can develop different timelines and priorities that we want to measure based on what projects are unfolding at this time.

But I think that --

MS. ROGERS: Uh-huh.

MS. PENNANT-WALLACE: -- performance guidelines should be rooted in our -- our overarching goals.

MS. ROGERS: Yes. And, actually, I'm -- I'm just going to move on to the next slide, because following on that, you know, by taking this first kind of broader look, it may help identify areas where maybe there is a concern or there is an opportunity for improvement, and maybe that's what the audit for the next year would be. Whether we say now that's signalization, or maybe

this first look points in a different direction.

You know, we -- we all need to be open to that and -- and kind of what the purpose of a first look really might be.

And so that's why we thought that the larger, wider approach was good for a first performance audit. And --

MR. HOOPER: Sorry. I'm sorry.

MS. ROGERS: Yes. Absolutely.

MR. HOOPER: I'm going to jump in here (inaudible) --

MS. ROGERS: Please.

MR. HOOPER: -- things are coming.

So, to me, I -- the broader approach is good, but maybe -- did you just speak to the goals?

MS. PENNANT-WALLACE: Goals.

MR. HOOPER: You could -- you could take, say, five -- there are five or six goals, whether that's -- and I'll just use traffic signalization --

MS. ROGERS: Uh-huh.

MR. HOOPER: -- is one of those. And maybe in the early stages, you could survey our customers. You could say, do you think that today you're -- you're getting through the -- the signal -- do you -- do you like it or do you not. Is signalization working, or isn't it?

Or if it's something that -- like in addition to ridership, you -- we should be surveying our customers on the bus and asking that as part of the audit.

Is there a way to do that, where you can survey the customer and say, how do you feel about the new vehicles that were using, did you ride before, are you a new rider, you know, all those things.

I think sometimes it's better to talk to the customer than it is to just take some numbers and -- and matrix them, right?

Do you do that in your audits?

MS. ROGERS: We -- we -- yes. We -- we have done things like that. We also do a lot of observations. I believe on our community shuttle audit, we actually road the shuttles --

MR. HOOPER: Right.

MS. ROGERS: -- for a couple of days to see and count how many people were coming on and off, what were the issues.

We went out and looked at different locations and was like, how's the signage, you know.

So, we -- we -- I don't want to say we don't do anything or we absolutely do everything.

When we start looking at this and developing our audit plan, we are open to all types of --

MR. HOOPER: Yeah.

MS. ROGERS: -- data gathering methods.

CHAIR COOLMAN: I know we're here to build an agenda for you, but this is an example. What Coree gave us today is telling us how we're doing,

how we're (inaudible).

Some of this stuff we're getting. I don't want to -- I don't want to audit it if we're already getting it. That's where I'm coming from.

MR. HOOPER: I -- I know.

CHAIR COOLMAN: I'm not disagreeing that maybe --

MR. HOOPER: I --

CHAIR COOLMAN: -- (inaudible) --

MR. HOOPER: -- but what I don't want, what I don't want, we already got the videos that say all the good things. I don't want a feel-good audit. Okay? I don't want to buy a feel-good audit.

I want to buy an audit that tells us the truth and where are the -- where are our weaknesses and where are our strengths.

MS. MADDEN: Just on that note, Gretchen sent us a couple examples of your audits, and I thought that they were really helpful.

So, I don't know if you had a chance to look at them, but with all of those recommendations, like I would expect to see something like that for us.

CHAIR COOLMAN: Before I forget -- oops -- before I forget, one audit I'd like to see, and it relates to how are we doing, I believe that you should be auditing all the cities to ask them how the first five years went and what would they like to see changed in how we're operating.

Because they -- they are a definite small group as opposed to all of our residents.

So, to me, if you're asking for input, I would love for you to audit the cities to ask how're we doing on this, this, this, and this. And come back to us.

That would, to me, be very helpful.

Thank you.

UNIDENTIFIED SPEAKER: Right.

MS. ROGERS: And -- and see --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. ROGERS: -- everybody has the questions --

CHAIR COOLMAN: (Inaudible.)

MS. ROGERS: -- that they want answered. You know -- you know, we -- and that's why --

MS. CASSINI: Mic.

MS. ROGERS: Oh. Okay. Sorry. Everybody has the question they want answered. And that's part of the beauty and the challenge of a diverse board. You know, you -- and everybody comes with their own perspective on what's important to them.

But -- but that's why we're here today. We wanted to gather all of that, hear what everybody had as their questions.

If there are areas of greater consensus than others, we certainly want to take that feedback back into our office for our audit planning process.

CHAIR COOLMAN: I think Anthea's next.

MS. ROGERS: Sorry. I'm trying to recognize people. Sorry.

MS. PENNANT-WALLACE: I essentially would like to see a grid, if you will, or -- that just really breaks down each of the goals based on the goals and -- and what -- who are the stakeholders, primary and secondary stakeholders for each of those audiences that we want to reach.

And then how you plan on measuring, because of it we are already measuring. And we --

MS. ROGERS: Uh-huh.

MS. PENNANT-WALLACE: -- can see those areas, whether it's under managed traffic systems.

If we're measuring it already and which department is doing that, then it's fine to indicate that.

You -- we know that we get performance metrics all the time from ensure economic development benefits from Sandy and his crew. So, we know those pieces are -- we're getting those performance metrics.

I think what the group is trying to find out is where are the gaps, what are the things that we're not measuring, which stakeholders are we not hearing from.

MS. ROGERS: Uh-huh.

MS. PENNANT-WALLACE: Right? So, I think that when you create that grid with the five goals that are -- that's our mission, is to satisfy these five goals. And you can indicate who the primary and secondary

stakeholders are, whether it's a city or it's just residents or it's just -- you know, just being responsible in terms of our stewardship of the dollars, which speaks to the entire Broward County residents.

Then we can figure out what it is that we want to measure. I think that's a good --

MS. ROGERS: Yeah, that -- that's --

MS. PENNANT-WALLACE: -- foundation --

MS. ROGERS: -- a great --

MS. PENNANT-WALLACE: -- to start with.

MS. ROGERS: -- great -- great suggestion. And many times, we do start performance audits on what agencies or entities are already reporting.

There's also typically some validation of that data going on.

But there's also a look at is there a broader or more nationwide standardized metric. Is there maybe another way to take a look at that information?

So, yes, part of a performance audit is identifying those metrics. And that's why we're suggesting this kind of every five-year approach, because once we have those metrics from this first report, have a baseline of where we're at, then the audit five years from now really is important.

MS. PENNANT-WALLACE: We will be able to see from one year to the next how we're improving.

MS. ROGERS: Right.

MR. HOOPER: Yeah, but you're saying --

MS. ROGERS: Right.

MR. HOOPER: -- you're saying five years, to the next five years, right?

MS. PENNANT-WALLACE: Well, we can get (inaudible).

MS. ROGERS: If we were doing this kind of program approach, looking at those ballot initiatives, these higher-level areas, where's the funding going, and perhaps identifying some of these metrics, giving you that baseline, then there's that five-year mark.

But -- but that doesn't have to be the entirety of the audit function. We -- we're just suggesting that because we think it would bring value to decision making, you know, for -- for identifying where those other audits are.

MS. PENNANT-WALLACE: But you could be reporting to us annually on what's happening. Is that --

MS. ROGERS: I --

MS. PENNANT-WALLACE: -- or the -- the reporting --

MS. ROGERS: -- we --

MS. PENNANT-WALLACE: -- entities, at least, should be, the various entities that's --

MS. ROGERS: -- I -- I don't -- I don't want to misspeak, because this is not something that's developed yet, you -- you know?

What we were talking about is something that is every five years.

Gretchen -- and you have an annual report that gives you a lot of information.

MS. PENNANT-WALLACE: (Inaudible.)

MS. ROGERS: You know, we don't want to -- we don't want to give you two annual reports.

MS. PENNANT-WALLACE: Right.

MS. ROGERS: And, as I said, you know, there's limited resources at this time on what we can audit. We can do this as a first-year audit, identify where we go the next year.

I don't think you want the same audit every year.

MS. PENNANT-WALLACE: No.

MS. ROGERS: You want something different next year before we come back to --

MS. PENNANT-WALLACE: Right.

MS. ROGERS: -- the same concept.

MS. PENNANT-WALLACE: Right. And we're getting our annual reports, but they would align with your performance metrics for --

MS. ROGERS: I -- I would hope that --

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

MS. ROGERS: -- we can find something or a different perspective that gives you information you don't already have.

MS. PENNANT-WALLACE: Uh-huh.

CHAIR COOLMAN: Phil, did you have something?

MR. ALLEN: Well, I think there's a difference in -- in -- in the audit. You talk about micro and macro audits. I mean, a macro audit, performance audit, is how're we doing. I mean, and that's pretty broad. It's resource constraints, et cetera, and -- and -- and timing, how long it would take to accomplish a macro audit that deals -- says how -- how are we doing. Are we doing this in accordance with the law or with the statute.

The micro would be more of, well, our -- one of our program elements is traffic signalization. You know, what does that mean to us from a standpoint of congestion, cost, technology, you know, the selection process of the technology, and implementation?

So that would be a micro approach, and something that probably could be done in fairly short, you know, action versus the macro.

I mean, it's a matter of scale between the macro and the micro audit.

MS. ROGERS: Yes. Yes.

MR. ALLEN: Or, you know, and I -- Ray, you were one of them, but we've had some citizen -- very few citizen inquiries of us at our board meetings as to, you know, what are you doing and are you maintaining the statutes, et cetera.

And I think many of those was about the question of are we maintaining (inaudible) of effort in the existing funding, have we -- have we -- you know, the --

MS. ROGERS: That is --

MR. ALLEN: -- the typical --

MS. ROGERS: -- that is a question I'm curious about, too.

MR. ALLEN: -- you vote for a ballot issue that calls for gambling, and is that being spent on schools? I mean, but the -- the micro question is has the County maintained a -- in the process of funding, a maintenance of effort? Are they still spending the amount of money that they had going into Transit, as an example, versus what we're actually spending now, and did that just surplus -- did the surtax merely --

MS. ROGERS: Supplant.

MR. ALLEN: -- just replace other General Fund revenues versus really expanding the program. So --

MS. ROGERS: That -- that might be a question, but I would recommend that for the larger approach so that we look at that for each aspect rather than just hyper focusing on one.

Not -- not that that couldn't necessarily be a question. And I'm -- I'm just going to stay with traffic, you know, synchronization as an example. That could be a question in that, but I think that's a question maybe on a broader level.

CHAIR COOLMAN: Well, I -- go ahead.

MR. MCELROY: I would like to ask them more specific detailed items of scope I'd like to see possibly. Can I make like a wish list?

MS. ROGERS: Absolutely.

MR. MCELROY: Can I just kind of go for it?

MS. ROGERS: That -- that's our next slide, other suggestions, so.

MR. MCELROY: There's a big --

MS. ROGERS: There we go.

MR. MCELROY: -- there's a big push in Broward County for safe streets.

There's a lot going on now with federal funding at the municipal level.

I would like to see an audit of the killed and serious injury network regarding all pedestrian and bicycle fatalities, as well as vehicle fatalities.

I would like -- I don't know if the -- the Broward County Commission has adopted a Vision Zero thing. I don't think so.

But, regardless, it's -- one of the words in the ballot language was the word safe. And it is a word that we should take seriously. It is a very measurable metric.

And I would like to see you guys' office present recommendations to the surtax board, possibly to the County Commission, to Engineering, and -- and to help us get to that goal of zero.

MS. ROGERS: That's a great --

MR. MCELROY: Hoboken's done it.

MS. ROGERS: -- suggestion.

MR. MCELROY: Jersey City's done it, so.

I've got a few more. That's one.

I would like to see an audit kind of of BCT, but it's a little confusing because of my understanding they're under the (inaudible), the COA, like a comprehensive operational analysis.

So, I don't know what level of detail we want to open that in until that comes out.

I'd like to know when that COA's going to be complete. I know Coree's not here. Soon?

MS. ROGERS: Yeah, I -- that -- that is something that I -- from -- from my understanding, and, again, I don't want to misspeak for any agencies out here, so somebody please stop and correct me.

But they were doing -- they were really looking at the systems and making recommendations to the systems.

Usually, re-measurement is part of that process, so, again, that -- that could be something that our office could look at, but that may be something that that information will come to you from another avenue.

MR. MCELROY: Okay. This is really drilling down now at this point, but I would like to see an audit, too, on the BCT's IT Department, their app status. I think the app is insatisfactory [sic], especially when you're running routes with 30-minute headways. Knowing where your bus is is critical to using a 30-minute headway system. Otherwise, someone has to stand at the bus stop for 30 minutes or et cetera.

MS. ROGERS: Excellent.

MR. MCELROY: I -- I think that's really actually hurting ridership.

The up time is sub par. I use the app quite frequently, and it's not -- it doesn't have a hundred percent up time.

I've got a few more. I'll keep going. So --

MS. ROGERS: (Inaudible.)

MR. MCELROY: -- so I would like to see an audit of return on investment of surtax dollars spent. This is kind of complex. Surtax dollars spent and future tax revenues.

So, in the case of riding a road -- widening a road, you're looking at a future tax liability.

But in this case of like rebuilding -- rebuilding a main street and maybe making like a multi-modal corridor on something like Los Olas Boulevard for Fort Lauderdale, you would actually be looking at increasing the adjacent property tax values.

So, the surtax dollars would be able to generate additional property taxes for the cities versus where road widening doesn't really have a net effect on adjacent land values.

Do you -- does that kind of make sense?

MS. ROGERS: I -- I hear you. We're -- we're getting it.

MR. MCELROY: Yeah, so I would like to understand, when we're using --

MS. ROGERS: Uh-huh.

MR. MCELROY: -- our surtax dollars, are we generating future money for the cities or are we potentially increasing future debt for the cities?

I think what that actually ends up doing is it creates walkable spaces where we are increasing adjacent land values, and, hence, our cities will be more prosperous and there's a bunch of other benefits.

The last one, I think -- I don't know if this exists or not, and it could exist. I would like to see some type of -- I know FDOT has it, but it's like a price list catalog on -- FDOT keeps it like a lane mile cost or two-lane mile cost for like an urban or undivided.

I would like to understand like a standardized costing structure of traffic circles, speed bumps, stuff like that, that municipalities can pull from, and they can -- it kind of can help them, like a shopping list, in a sense, that these are audited -- I know audit is kind of a weird word for it.

MS. ROGERS: FDOT does have a lot of really good materials. But I understand what you're talking about, that semi-standardized estimated costs to help for planning.

MR. MCELROY: Yeah, exactly. Exactly. I would like to see something like that that --

MS. ROGERS: Uh-huh.

MR. MCELROY: -- you know, municipalities are kind of limited in their resources. Maybe we can (inaudible) them -- maybe it's the audits that say

this is something we need to invest in as the surtax and develop for them.

MS. ROGERS: Uh-huh.

MR. MCELROY: And Mr. Coolman had the ultimate --

MS. ROGERS: Uh-huh.

MR. MCELROY: -- suggestion, asking the municipalities. I think that's so important.

So that's -- that's all I have to say.

MS. ROGERS: Okay. Thank you. We --

CHAIR COOLMAN: (Inaudible.)

MS. ROGERS: -- we're certainly -- we're getting all these ideas down.

And this -- these are great suggestions.

CHAIR COOLMAN: I -- and I --

MS. ROGERS: You're going to help us do our whole five-year plan.

CHAIR COOLMAN: -- I think Alan's next.

MR. HOOPER: Okay. So just listening to this, it sounds to me like, first of all, this is our first shot at it as a board. We're spending -- was that two and a half billion dollars for five years? First five years or something? What is that two and a half billion bucks?

MS. CASSINI: The two and a half billion is related to leverage over 30 years.

MR. HOOPER: So how much are we going to spend in five years, you think?

MS. CASSINI: I mean, if you --

MR. HOOPER: A billion?

MS. CASSINI: -- look at the -- the County's adopted budget, it's about that.

MR. HOOPER: Okay. So -- so spending whatever it takes to spend for us to feel good about what we're auditing, let's do a good audit.

It can be comprehensive. It can take a -- it can -- it doesn't -- I don't think it has to happen overnight. And it -- I think we should develop it and -- and -- and do a little more surgical, like the body is the comprehensive the big macro. Well, I want to know how my elbow feels or whatever, you know?

And I think that we -- that you -- if you're going into something that's already in operation, it'll probably be more complex.

If you go to traffic signalization, you might say, as of today, no projects have commenced, and that's where we are, right?

And so -- but I think we should touch all of our goals, and I think we should touch what was on the -- on the ballot, including the safe streets and including bike paths and whatever it was that was on there.

And then we know where we are.

And some -- some categories will develop as time goes, so the next five years, we might modify it to -- but -- but I think we need to be -- if -- if it's -- if it's something you haven't touched too much, well, then maybe you're talking to your customer.

If it's something that is in operation, then you're using matrix and you're sitting on buses, like you do and -- and -- but I think we need to really make sure.

And then I would hope that maybe on this -- as you're developing the concept of this audit, you come back to us again and we look at what the program's going to be before we even dive into it.

I mean, can we meet again and understand what you're going to be chasing based on the feedback you got from us today?

MS. ROGERS: Yes, we -- we can provide -- we -- we can circle back with you. We're going to take all of this feedback and have our own planning session within our office.

MR. HOOPER: Great.

MS. ROGERS: And hopefully present a product, give you some more information on an approach that we think is reasonable.

Let me just add, though, the audit process is always fluid. You know, we start with a plan, we start with how we're going to approach, but sometimes we identify something that is a problem, and we veer a little bit.

Or -- or we realize, hey, we can't give you the information on this area, and that is actually the opportunity for improvement. This is an area we have to expand on.

So, I just want to manage some of those expectations on what that product is going to look like.

And we can deliver the type of audit that we're talking about within our own audit -- within our own office's resources.

This board funds a position within our office. It's not specifically one person, but it's the efforts of an audit, which includes oversight by, you know, the supervisor, the managers, the County Auditor, you -- you know. There's a lot that goes into that.

But we would hope to be able to deliver a product to you this fiscal year. And, again, that might identify where we go in the next audit and all of that.

We don't want to -- we don't want to bite off so much that it takes us two years to even give you an -- you know, something.

So please understand, this is a continuous process. We're talking about a first step here.

CHAIR COOLMAN: I think we have Erdal, we have Phil, we have Anthea.

MR. ALLEN: Just -- just to clarify. Are we your client? Is this board your client for this particular audit?

And the reason I'm saying that is --

MS. ROGERS: Uh-huh.

MR. ALLEN: -- I know in the past there have been processes where -- where the Board of County Commissioners needs to sign off on your work program.

And, certainly, any product that's produced as part of the audit will be attributable to this board, and this board will then expect to see that audit and then take actions to make any corrections, et cetera, going forward.

But now, is that separate and distinct from your normal reporting process to the Board of County Commissioners?

MS. ULETT: Right. So, our normal reporting process is to -- is to conduct our audit and then have management respond to an audit. And management right now would be Gretchen responding to our -- and she would take that to you, the board, to say, you know, what is your -- what are your -- what is management's response.

And then, with that, we would present our audit report to the Board. It will always be on the Board's agenda no matter what.

And we will also come here and present it to you.

The Commission. Sorry. The Commission. Board of County Commissioners. All our audit reports do go to the Board of County Commissioners. We report directly to them. And, therefore, Gretchen, who will bring it back to this board, would go through the management's response and then get that to us. And then that goes to the County.

CHAIR COOLMAN: Erdal, are you next?

MS. ROGERS: I think, though, maybe -- and -- and certainly, please chime in. But as Kathie said, we -- we complete our report. We do present it to the Board of County Commissioners.

Our client, though, is always the people of Broward County. This board, taxpayers, other entities, you -- you know.

So, once we have that audit, we can certainly come back here, do a full presentation on that audit.

Whether that results in this board doing letters of recommendation maybe on some of those opportunities, maybe that's more of the authority or appropriate action and follow up for -- for this board.

Does that make sense?

CHAIR COOLMAN: Erdal, did you have something?

MR. DONMEZ: Just wanted to be also on the record that since this is the first performance audit and we're hoping to, you know, use this as a baseline, something measurable, and I think it makes sense, you know, like the rest of the board -- you know, board members, to have, you know, our goals and objectives to be used as a matrix and a baseline and then something -- you know, once we establish it, then we have it, we can use it for the future.

And we can always have audit areas projects (inaudible) individuals, you know, request them. I think that's always going to be there.

There's so much to be done, and yet we want, you know, in a timely manner, having an audit, something useful, something we can share with, you know, public, and also, we can test ourselves, you know, how -- how well we're doing.

And so, looking forward to, you know, meeting with you and -- and your effort.

MS. ROGERS: Excellent. Thank you so much.

CHAIR COOLMAN: Anthea?

MS. PENNANT-WALLACE: No, I'm --

CHAIR COOLMAN: And then Alan.

MS. PENNANT-WALLACE: -- actually good. I just wanted to underscore what Alan had said about, you know, you presenting an audit plan to us so we can just see where you're going with it.

MS. ROGERS: We'll do that in December (inaudible).

CHAIR COOLMAN: Alan?

MR. HOOPER: So the -- what Phil brought up, I -- I totally -- I kind of go in that same direction. I -- I feel like -- and I could be wrong, but I think that this independent surtax board has the authority to audit the program.

And what I don't want is that it become a product, and it gets edited or revisions are made by the County Commission.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HOOPER: And -- and I'm not trying to -- I -- once we give it to them, they can say, hey, let's go back and do this. I don't care.

But what I -- what -- what this board, this independent surtax board that's representing citizens, I -- I want us to be able to -- to formulate and to audit this based on what we're looking to check and -- and audit. And -- and

then finish it.

And then we take the product -- you can give it to them after we look at it, but we want to make recommendations, or we want to analyze it and make whatever comments or statements we want to make to the County Commission after the fact.

That's the way I see it.

And maybe the rest of the board does or does not, but that's the whole point of us being an independent body and helping oversight -- oversee of -- of -- of programming.

MS. ULETT: And -- and our office is independent, so we -- we actually report directly to the Board of County Commissioners.

No one makes us change anything in our audit reports. Whatever we find, we find. We -- we meet with management. We let them know what we find, and we make recommendations.

And if they have a response -- sometimes they disagree with our findings. That's fine. And that's in their response.

And if you see in our audit reports, you see the responses that management has.

But we do not make changes based on what somebody is saying. We make -- we -- we present what we find, and we make recommendations based on that.

So, there will be no changes by anybody. And we bring it to the board,

to you.

CHAIR COOLMAN: I think Gretchen wants to say something.

I want to know whether Nathaniel wants to say something, or whether
(inaudible) wants to say something.

MR. HOOPER: Pick one. They're waiting for you to pick one.

CHAIR COOLMAN: Well, I'm --

MR. ALLEN: (Inaudible.)

CHAIR COOLMAN: Pardon?

MR. KLITSBERG: I'm sorry. If I could add, just for clarity purposes,
when the auditor does their reports, when it goes to Board, it goes as a
Notice to File the audit report. So there -- it's not a change.

Now, the Board can discuss it, they can decide to -- to take action
based on the information in the report.

But the report is the report, and it's just filed with them.

MR. HOOPER: Thank you.

CHAIR COOLMAN: Gretchen, you want to say anything else?

MS. CASSINI: I just wanted to remind the board that in the ordinance,
in the -- so Section 31-75, Article 5, there is a Subsection K, if I recall
correctly, that specifically addresses the Independent Transportation
Oversight Board's ability to audit. And the audit is done through the Office of
the County Auditor. That's the way that it's drafted, that's the expectation,
that you are a client.

But we've never done this before, so we're all going to be kind of finding our way through this as from a procedural standpoint.

So, you know, as far as the conversations and things like that, we're just going to have to figure out how -- how this works, because it is a confidential document.

And so there -- when it's in draft form, it's confidential, so we'll just -- you know, Nathaniel and the Auditor's Office and myself, in consultation with all of you, will have to kind of figure out how this is going to --

CHAIR COOLMAN: Okay. Nathaniel --

MS. CASSINI: -- negotiate it.

CHAIR COOLMAN: -- would you like to say something?

MR. KLITSBERG: Sure. And -- and just to sort of flesh out in terms of one of the comments from -- from the Auditor's Office about management response.

Since you've talked about things that involve potentially Public Works, involved Broward County Transit, involves the Transportation Department more generally, we're -- they're going to wind up getting management responses from a variety of different places, because MAP Administration is not equipped to answer a question about traffic signalization, because it's not the project manager for those kind of things.

And, again, in terms of what this board's role is once the final -- when the final audit report is issued, it is issued to the Board of County

Commissioners.

Obviously, this board is going to be given the final audit report for it to make its own recommendations through the Chair in terms of a letter that goes to the County Commission, that goes to County administration, based on what its view of findings that are in the audit report as well.

So, I just wanted to sort of speak from a 10,000 foot view on -- on that issue.

CHAIR COOLMAN: Well, first of all, I -- I found this to be very helpful in -- but I kind of what to phrase it in a way.

I see this audit as a report card. Some things are A's, some things are F's.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: This should be a report card on our first five years, how we're doing, what we're doing.

And I don't know whether you can -- it's going to include recommendations or not, but if this is successful, it's a true report card of where we stand.

MS. ROGERS: I think that's an excellent analogy.

CHAIR COOLMAN: And that's what I hope comes out of this.

MS. ROGERS: Yes.

CHAIR COOLMAN: Any -- anybody else --

MS. ROGERS: (Inaudible) a parent/teacher --

CHAIR COOLMAN: -- have anything else?

MS. ROGERS: -- conference.

MS. PENNANT-WALLACE: No F's. No F's for me. All A's. Thank you.

CHAIR COOLMAN: Everybody in here has got a C or a D on their card once (inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: Anybody else? Because if not I --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. HOOPER: That was great.

CHAIR COOLMAN: It's wonderful.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. PENNANT-WALLACE: Great. Thanks.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Are we ready to move into non-action items?
No?

MS. CASSINI: Mr. Chair, just --

MR. ALLEN: Before she gets away, what's the next step?

MS. CASSINI: They're -- they're going to come back on --

CHAIR COOLMAN: Wait a minute.

MS. CASSINI: -- December 11th.

MR. ALLEN: Okay. December 11th.

MS. CASSINI: And -- and tell you the plan for going forward.

MR. ALLEN: Okay.

MS. CASSINI: So, they will be on your December 11th agenda.

MS. PENNANT-WALLACE: Great.

NON-ACTION AGENDA

CHAIR, MEMBERS, GENERAL COUNSEL, BOARD COORDINATOR

REPORTS

CHAIR COOLMAN: Are we ready to go into Chair's Report? All right.

This, I assume, is just off the cuff, right? I had --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Uh-oh.

I had mentioned at previous meetings that I thought someone -- someone had wanted to have more meetings. And I said, no, I don't think we need more meetings. I think we need more meat in our meetings.

And I think the Chair's Report, the Members' Report, General Counsel's Report, can add to this discussion that a more -- another meeting might have.

And so therefore, one of the things I would like to see us consider in the future is more participation at these meetings during the public input by the counties -- I mean by the cities.

I would like to see the cities here more.

We're going to, obviously, hear back someday from the audit report,

but when a city has an issue, they can certainly take it up with a board member, I think, but please come here and share with us.

So, I'd like to see the public participation not only be open to anyone from the public, I would like to see more of the counties feel free to come here.

And they can have good or bad things to say, but I think we need to hear from the County.

MS. CASSINI: Cities.

MS. PENNANT-WALLACE: Cities.

CHAIR COOLMAN: I -- I'm sorry. The cities. I'm looking at the city, I'm calling it the County.

So that's my -- that's one of the things as an example of maybe we need to talk a little bit more about signalization now.

I mean, I -- I don't -- we've talked enough about it. I know I was trying -- trying -- trying to be quiet about it, but we need to get down to the heart of that.

And I don't -- I don't understand all the procedures that Phil does, but I think we need to pay some more -- and I think we will after this meeting.

And if there's anything else that the members have on their mind, I would love to hear it here so that maybe it becomes a future agenda item.

But this is a chance to talk amongst ourselves in the public, because we can't talk to each other outside of this room.

I don't know if, Raymond, you're aware of that. But it's very difficult for me, I'll be honest with you, to do that.

So, please, now, if you have anything you'd like to discuss with any of us.

MR. HOOPER: I have something to say.

CHAIR COOLMAN: Okay, Alan.

MR. HOOPER: If lunch is any indication, I am glad you asked them to put more meat on the meeting.

(Laughter.)

MR. HOOPER: Because that lunch was terrific. So, keep up with that, man. Keep pushing them to put more meat on the meeting.

MS. PENNANT-WALLACE: And I wanted to add something.

CHAIR COOLMAN: Anthea always has something to say, right?

MS. PENNANT-WALLACE: Well, I just really wanted to celebrate Ray being here. You've been such a pleasure to have today. You've added to much value to this conversation. And so, I'm really happy that you're here.

MR. MCELROY: I appreciate it.

MS. PENNANT-WALLACE: I love your perspective.

MR. HOOPER: Anthea's terrific.

MS. PENNANT-WALLACE: Thank you.

MR. HOOPER: You are so nice.

CHAIR COOLMAN: One other thing. I'm going to jump back to the

Chair.

I don't know what it is about this new technology that we have with audio, but we still haven't solved it.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Huh? We haven't paid for it yet?

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. KLITSBERG: As Gretchen said, final acceptance hasn't happened yet, so.

CHAIR COOLMAN: The General Counsel's Report is next on my -- wait a minute. Is that -- not -- doesn't anyone want to say anything else?

All right. Okay. Oh, wait. Debbie?

MS. MADDEN: I'll just add, I think we -- I didn't know about our audit authority before or our ability to get one. And I am excited about it. So, I think we should really push for that in December.

CHAIR COOLMAN: Nathaniel?

MR. KLITSBERG: Thank you very much, Mr. Chair.

So, first of all, I think that your comment in terms of utilizing the non-agenda, the members' comments, the Chair's comments, to help steer future discussion items on -- on a later agenda is obviously an excellent one.

As you indicated, this is the only opportunity that you all have to be able to communicate with each other regarding issues that may be coming before -- or may -- you may want to have come before this board at a future

meeting.

So, utilizing this opportunity during Non-Agenda to talk about things that you want to talk about more in the future is -- is the -- really your only opportunity to do that.

(Laughter.)

MR. KLITSBERG: So, you know, otherwise, I know when I see you, you're always just talking about lunch.

MS. PENNANT-WALLACE: That's right.

(Laughter.)

MR. KLITSBERG: So, again, I -- I commend the Chair in terms of just bringing that issue up, because it's so important that you use this time to help steer the discourse that you're going to have at your -- at your future meetings.

And what happened today was a perfect example of -- of how that works.

A couple of other things from -- as -- as the General Counsel Report, and it -- it's great that Kevin Kelleher is here. Another item that is -- you know, in terms of leverage that we've been talking about, there is a -- a federal grant that is being finalized right now, and it's going to be going before the County Commission, I believe at a December meeting, that deals with improvements to a number of rail crossings in Broward County where I believe there is \$19,000,000 in federal funds that are being leveraged

through the MPO and other agencies, as well as the County and a number of cities with local match participation.

So, again, another scenario where a small amount of local dollars with, although an outside portion of County dollars, but a small amount of overall local dollars is being leveraged against a significant amount of federal dollars from our partners.

So, I just want to bring that as another good thing that -- that's happening.

CHAIR COOLMAN: I'll -- I'll comment on that after you finish.

MR. KLITSBERG: Sure.

CHAIR COOLMAN: Okay? Thank you.

MR. KLITSBERG: A brief discussion of the third amendment. You know, the -- the two items that I brought to you, you know, during my first meeting were being able to move through our Cycle 1 projects and also working with the cities, our -- our local partners to develop a comprehensive third amendment to the interlocal agreement, as well as amendments to project funding agreements to simplify the process.

That continue to move forward right now. We received comments and feedback from the cities through the BCCMA recently on -- on some items that had been part of the discussion. Not -- not all of them.

And we're in the process, after meetings with County administration, to develop a response to the cities that, you know, we are pushing forward

with.

One thing that I did mention at -- in briefings earlier this week, and, obviously, I want to put on the record, public meeting, because the program continues to ramp itself up, especially on the capital side of the program, both through Public Works and especially the significant projects that are happening through Broward County Transportation.

From the airport/seaport/Convention Center connector to, you know, negotiations that are happening regarding commuter rail and a variety of other projects that this board has heard about before; the West Copans facility redevelopment, which is, at this point, looking potentially as much as, you know, a mid-nine figure project, there's a significant amount of legal work that's happening besides the day-to-day that happens in connection with the representation of the Transportation Department as well as MAP Administration.

And the likelihood is that we will be adding additional resources, additional attorneys to our office sometime in 2025. That has already been before this board previously in terms of legal services being surtax eligible or surtax-funding eligible.

But I wanted to make sure that you're aware that we will be bringing on an additional resource, most likely in early 2025, that's going to help balance out the load and prevent some of the lawyers on my team from hurling themselves out of windows.

So. And other than that, I just want to say I thought this was a very productive meeting.

CHAIR COOLMAN: Okay. That -- you hit a -- a nerve on my -- my end of the thing regarding surtax dollars and crossing the river, correct?

MR. KLITSBERG: No.

UNIDENTIFIED SPEAKER: No.

MR. KLITSBERG: Railroad crossings. We're -- we're not --

UNIDENTIFIED SPEAKER: No.

MR. KLITSBERG: -- no -- no rivers in that discussion.

MR. HOOPER: Don't go down that -- don't go down that (inaudible).

CHAIR COOLMAN: Well, wait a minute.

MR. HOOPER: Don't do that (inaudible).

CHAIR COOLMAN: I get a lot of questions or statements and hear about surtax dollars available for a bridge or a tunnel, okay?

And my understanding is whether it's a bridge or a tunnel, there are going to be some surtax dollars available, correct?

MR. KLITSBERG: Again, I personally can't speak to that as we sit here right now, Mr. Chair, because there are a variety of different components to whatever may come about in terms of the New River crossing in terms of federal dollars, state dollars, and -- and local dollars, which I presume -- and, again, I just say I presume will be coming through surtax.

CHAIR COOLMAN: Well, all -- I guess all I know about this, we're

looking for 50 percent of the money, whatever it is, from the government, federal government.

MR. KLITSBERG: I -- I've heard similar things, sir.

CHAIR COOLMAN: Pardon?

MR. KLITSBERG: I -- I've heard similar things.

CHAIR COOLMAN: And, Kevin, you may want to comment on this. I don't know. Or not.

Twenty-five percent from the state, and 25 percent from the local.

And that's -- when people ask me about it, I mean, that's -- that's what I know. And the local means some surtax money.

Now, that's -- I guess -- can I talk about this off the record or not?

MR. KLITSBERG: Well, the -- you certainly can talk to any -- any --

CHAIR COOLMAN: Okay. Well --

MR. KLITSBERG: -- us off the record.

CHAIR COOLMAN: -- I mean, to me --

MR. KLITSBERG: We're not talking off the record as we speak right now.

CHAIR COOLMAN: Okay. Well, whatever it is.

Anyway, Kevin, can you shed any -- I mean, how do we respond, if at all -- this is not a board member, this is just a member from the public -- to surtax money being used for a bridge or a tunnel, and that -- and that is true, correct?

MR. KELLEHER: Hello? Yeah, so to back up, the -- you know, the commuter rail has two different projects. You have the --

CHAIR COOLMAN: Right.

MR. KELLEHER: -- commuter rail south, and the commuter rail south, we have a funding methodology which is based on a -- a small starts grant where the federal government would put in up to \$150,000,000. We get 75,000,000 from the -- the state.

It was based on a 50/25/25 local.

CHAIR COOLMAN: Right.

MR. KELLEHER: But the small -- the small start is capped at 400,000,000. So, whatever the local would have to be is whatever the difference is, you know, above that.

So, it's -- actually, the local match will probably be higher.

But in the -- the New River crossing and to the north, the funding has not been determined yet. We are -- we're going to have -- probably have to look at different methodologies for the funding.

And likely we would like to go with the 50/25/25 if possible.

Certainly, to the north -- for the north portion of that, the bridge, we may have to look for other grant monies due to the -- the high price of the bridge or a tunnel.

So short, to be determined.

CHAIR COOLMAN: Okay. Thank you.

Did I spark anyone? I guess not. Okay.

If -- if nobody has anything else, Gretchen, we haven't -- we haven't heard from you, right?

MS. CASSINI: Last but not least. I just wanted to remind everyone that our next meeting is going to be in the afternoon.

This is unusual. It's going to be on a Wednesday at 4:30 in this room.

We will be reaching out to all of you to remind you.

Hopefully, it'll make parking a lot easier for everyone.

And we'll see if we have more participation from the public and from our municipal partners.

I'll make sure to express the desire of this body that the municipalities be participatory and invite them to that particular event.

It will be -- like I said, there will be a lot of really interesting presentations, lots of really good information.

So, see you in December.

CHAIR COOLMAN: So that's 4:00 o'clock in this building?

MS. CASSINI: 4:30, December 11th, which is a Wednesday, in this room.

CHAIR COOLMAN: December 11th?

MR. ALLEN: Will you get a memo out to us on all of the meeting dates and the times that we just approved today?

MS. CASSINI: Yeah. Actually, what we tend to do, if it's all right with

you, is that we -- we actually block your calendars.

So, we'll send you appointments. We'll send you the primary meeting date and we'll send you the backup meeting date for each month so that you all see it when you're planning your vacations and travel and doctors' appointments so that you don't have any conflicts.

Is that okay or would you prefer a memo, Phil? Is that all right?

CHAIR COOLMAN: FYI, I didn't have any problem finding parking today, and I think it was because staff was allowed to use the garage, where normally they're not?

MS. CASSINI: Been encouraged -- we're required to use the garage, the secure garage. And so, the Facilities Maintenance and security folks are trying to enforce the fact that --

CHAIR COOLMAN: Ah.

MS. CASSINI: -- all of the parking spaces are for the public and not being used by employees.

CHAIR COOLMAN: Okay. If no one has anything --

MS. PENNANT-WALLACE: Quick question. We're -- we're planning on inviting residents of Broward County to come to that 4:00 o'clock meeting. Is it just municipal employees or their residents?

And -- so, I mean, because if they're going to be a partner in the outreach to local residents, then I'm not sure what capacity.

So how would we control that, if -- if that is the idea.

MS. CASSINI: We're always working to get the word out about these meetings.

Most people choose to participate virtually because it's just easier, but we will -- I -- I take that under advisement. I think that's a very good point, Vice Chair.

So, what we can do from the municipality standpoint is do kind of an RSVP so we get a sense of exactly how many people are going to be coming.

I know that we're going to have a lot of people from our partner agencies that are involved in our low-stress multi-modal master plan, and the U.F. near miss.

So, we'll get a sense of exactly how many people we expect to have in person as best we can.

MS. PENNANT-WALLACE: Okay. Thank you.

CHAIR COOLMAN: Before I adjourn the meeting, is there anyone in the audience that would like to say anything?

ADJOURN

CHAIR COOLMAN: Okay. We're adjourning at 1:27 p.m., right, Gretchen?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: I don't need a motion, right? We're just adjourning.

(The meeting concluded at 1:27 p.m.)