

MINUTES
INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD
FEBRUARY 28, 2025

MEMBERS PRESENT:

Phil Allen, Retired, Finance, via telephone

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

MEMBERS ABSENT:

Ronald Frazier, Architecture

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

Also Present:

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

Gretchen Cassini, Board Coordinator

Roy Burnett, Program Project Coordinator

Sandy-Michael McDonald, Broward County Office of Economic and Small Business Development

Josette Severyn, Multi-modal Mobility Projects Administrator

Laura Rogers, County Auditor's Office

Coree Cuff Lonergan, Director, Broward County Transportation Department

Mark Gale, Director, Broward County Aviation Department

Angelica Love

Dr. Sanjay Ranka, University of Florida

Dr. Min-Tang Li, Broward County Traffic Engineering Division

Rasem Awwad, Director, Broward County Traffic Engineering

Peg Buchan, Assistant Director and Chief of Staff, Port Everglades

Kevin Kelleher, Assistant County Administrator

Jie Bian, Transit Administrator, Broward County Transit

Richard Tornese, Director, Broward County Highway Construction Engineering Division

Rennard Gould, Laws Reporting, Inc.

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at One University Drive, 1st Floor Board Room, Plantation, Florida, at 9:30 a.m., Friday, February 28, 2025.

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

CALL TO ORDER - CHAIR COOLMAN

CHAIR COOLMAN: -- minute -- meeting in a few minutes late. So if everybody will get their seats, we'll -- we have a quorum.

We ready, Gretchen?

So I'm going to call the meeting of the Transportation Surtax Oversight Board for February the 28th, 2025. It looks like it's 9:42 a.m.

With that said, would -- I'm going to have our astute attorney here this morning give us a little update on our official action of approving the minutes. Because we don't have a recorder, how are we going to do that?

MR. KLITSBERG: Mr. Chair, so, as required by Florida law, meetings such as the Oversight Board have to have minutes and there's no specific requirement that those minutes be verbatim minutes. They may be summary minutes.

So, since we don't have a recorder present at the moment, if the board -- if the Chair would like to move forward, we can do so and create summary minutes for this meeting.

There's also a recording that's happening of the -- of -- of the meeting through electronic means that will also be able to be posted for the public.

So we'd be able to do summary minutes, which would just be things like on the action item, the board took a vote on the -- approving the meeting minutes from these -- these meetings. The vote was whatever the vote is.

CHAIR COOLMAN: I think I fairness to everyone who's here, that's

the way we should proceed.

So with that, I think we'll go to general public comments on non-action items?

UNIDENTIFIED SPEAKER: Call the roll.

ROLL CALL - ROY BURNETT

CHAIR COOLMAN: It does say call to order and the roll call.

Roy?

MR. BURNETT: Good morning, everybody.

Alan Hooper?

MR. HOOPER: Oh.

UNIDENTIFIED SPEAKER: Here.

MR. HOOPER: Here. Here.

MR. BURNETT: Thank you.

Douglas Coolman?

CHAIR COOLMAN: Here.

MR. BURNETT: Erdal Donmez?

MR. DONMEZ: Here.

MR. BURNETT: Phil Allen is online.

MR. ALLEN: Here. And I apologize to the board. I'm not able to make the meeting.

MR. BURNETT: Raymond McElroy?

MR. MCELROY: Raymond's here.

MR. BURNETT: Shea Smith is running a little late.

Anthea -- Anthea Pennant-Wallace will be absent, and Ronald Frazier will be absent today.

And Debbie Madden is here.

MS. MADDEN: Here.

PUBLIC PARTICIPATION

CHAIR COOLMAN: With that, I'm going to move general public comments on non-action items.

Is there anyone here from the public that would like to speak?

Has anyone signed up, Gretchen?

MS. CASSINI: No one has signed up to speak, Mr. Chair.

CHAIR COOLMAN: All right.

REGULAR AGENDA

1 - APPROVAL OF MINUTES:

- a. August 9, 2024 Oversight Board Regular Meeting**
- b. October 25, 2024 Oversight Board Regular meeting**
- c. December 11, 2024 Oversight Board Workshop**

CHAIR COOLMAN: With that, we'll move into motion to approve Oversight Board minutes.

Can -- do we need to do this I guess month by month by month?

MR. KLITSBERG: You can do one vote covering all three, unless there's a board member that has any corrections or objections to any of the

specific minutes, in which case, we'll break them into --

CHAIR COOLMAN: All right.

MR. KLITSBERG: -- separate votes.

CHAIR COOLMAN: I'm going to do those individually, though, as far as the -- anyone have any objections to the August 9th minutes or anything to add?

How about the October 25th?

December 11th?

Seeing none, I'll entertain a motion for approval.

MR. HOOPER: (Inaudible.)

CHAIR COOLMAN: And a second?

MR. DONMEZ: Second.

MR. HOOPER: I moved.

CHAIR COOLMAN: Give me the -- I'm sorry. I missed that. Who approved?

MS. CASSINI: Alan did.

UNIDENTIFIED SPEAKER: Alan.

CHAIR COOLMAN: Alan. Erdal seconded?

MR. DONMEZ: Seconded.

CHAIR COOLMAN: All in favor of all the minutes?

Anyone opposed?

Motion passes.

VOTE PASSES UNANIMOUSLY.

PRESENTATIONS

**I Office of Economic and Small Business MAP Broward CBE Goal
Attainment Quarterly Update - Sandy-Michael McDonald, Director,
Office of Economic and Small Business Development**

CHAIR COOLMAN: Our first presentation this morning is going to be Office of Economic and Small Business MAP Broward CBE Goal Attainment Quarterly Update. And we have back with us, since he missed the last meeting, Sandy-Mitchell [sic] McDonald.

MR. MCDONALD: I checked -- oh. Good morning, Mr. Chair and board members. How are you? Going to try to navigate you here.

(No audio) highlighted portions, because I always try to remind you that there's multiple processes that we do with the County and the city, and there's a difference between a review and an award and a completed project.

But please note, for your reviewed projects, as of September 2024, you have a total CBE projected amount of 415,000,000.

So for the projects that were reviewed, if all find their way to fruition, all find their way to activity, if we monitor each project with the County and the cities, that's an impact that would happen for those projects.

For all that's reviewed to date, you've got 103 projects for the County, 136, you see the dollar values.

So this is where we always like to start you to then carry you to

awarding.

So in yours, you now have the detail right now for awards since September of last year. You've got 52 County projects, you've got 50 municipal projects, and those are the dollar values for the projects that are actually awarded, the total amounts, and, based on the committed goals, that's what will be achieved.

So if every County project went to the end, every municipal project went to the end, the County will be hitting about a 35 percent goal.

The city projects will be hitting about a 41 percent goal on what is expected 30 percent commitment.

We always try to look at 30. We know some are going to be under.

But this is saying if those go all the way through, the County projects would be around 34; the municipals would be around 41.

CHAIR COOLMAN: (Inaudible.)

MR. MCDONALD: Yes, sir.

MS. CASSINI: Mic.

CHAIR COOLMAN: I just want to point out to everyone that the municipal money, 77,000,000, may look like a small number compared to the County money, but that \$451,000,000 that the County is spending, they're spending in the cities.

I mean, maybe not -- is it a hundred percent or 98 percent?

MS. CASSINI: Ninety-five.

CHAIR COOLMAN: Ninety-five percent. So I just want to point that out, that this may look like it's being -- it's being spent in your cities. And I think that's important.

I -- at the end of today's meeting, I do want to talk a little bit more about that, but I wanted to use this as a good example of what I want to talk about under Chair's Report.

Thank you.

MR. MCDONALD: No, thank you, Mr. Chair. And that's a point well made.

(No audio.) So coming out of the award -- I do apologize -- coming out of the award, this would be, then, the economic impact.

And I remember Board Member Allen, way back in the beginning, was always asking, based on all the activity, what would be those impacts.

Guys, if each of those projects that we've proposed -- so just talking about the awarding -- projected for awarded vendors is 528,000,000.

Then you talk about the jobs created.

You talked about the additional generated activity.

And I'll just give you a simple example when you start talking about (inaudible). So, fine, you've got a project, you've got a prime contractor. He uses one of our small businesses. You've got a 30 percent goal.

That small business is definitely a business that's in Broward County. If that small business has a \$10,000,000 contract, at the end of the day, he's

going to use some of that money to buy supplies and materials to complete his job.

(No audio) not all, but certainly some, live in Broward. So when they get that check, they're going to pay rent, mortgage, grocery store, gas station, Dunkin Donuts.

We're saying that you're committing the dollars not just to complete projects. You're committing the dollars not just to assure small businesses can participate.

You're committing the dollars because, at the end of the day, with the sales tax, those dollars stay home. And that was a part of one of your commitments for the program.

So this is the economic impact that we like to run based on awards. We're certainly going to run it based on completed projects, because even we want to take a look back. Hey, this is what you said if all the projects got awarded; now show me what those numbers were if those projects went to completion.

And we would love for it to be a face-to-face, mirror-to-mirror, apple-to-apple.

But some projects are going to stop halfway through. Some are not going to fulfill the same dollar value.

But we still should be interested, for completed, what was that number that truly was an economic impact to Broward County.

Why do I want to keep going backwards?

So here's the thing that I did want to emphasize today as I -- and I have a couple of things about the five-year plan.

What you need to understand, the County -- but I'm giving major kudos to our cities. They're not just meeting the goal.

Just remember, the requirement is 30. They might commit to 40.

But understand this. 78.9, almost 80 percent, of all of the commitments are exceeded.

So even in the beginning, you heard people pushing back, they didn't want to do the 30.

I politely talk about my friend who -- our friend now in terms of weekly asphalt. He wanted to be around ten or 20.

But I showed you all the slides where (inaudible) -- weekly asphalt is doing 41, 42, 47 out of the 30.

So I just wanted to be clear. I wanted everybody to make sure that they understood and they had a chance to see that with these city project -- and County, but I'm harping on the cities for a reason -- guys, they're not meeting my goal. They're exceeding the goal.

Nope, I'm not saying every single city. But do I have the majority of the cities? Absolutely.

Are we willing to work with the other cities? Actually, we're going to be doing a training later this year. We always do a training, and we invite the

cities the counties out to talk about future projects, because we want to galvanize and get the small businesses excited.

This year in that same training, I'm bringing cities out so cities can talk to cities about how the cities were successful working with their primes, working with our small businesses, and being successful.

Because when you see these numbers, these are what the commitments were and these are what the attainments were.

So, again, when you see some -- one when there was actually a 30 percent requirement, like the Wilton Manor, but the commitment ended up being 80 percent, but when the project was done, 92 percent was small business, that's folks working together. That's the prime and the city deciding, yeah, there are enough small businesses, why not use them.

So, again, you started with a program that's requiring 30. Even with some pushback, there's a requirement of 30.

78.9 of all the projects are exceeding not just the goal, but the commitment.

And the commitment is different than the goal. The goal is 30. Somebody commit to 40. They end up doing 60.

The goal is 30. Someone commits to 80. They end up doing 92.

That's showing that it really is working with our cities.

And, again, we're going to be giving kudos at the training we're going to do later this year, and I'm going to be asking the cities, please come in and

tell us your ideas, tell the other cities exactly what you do that allowed you to attain those numbers.

And those are some more numbers. And, again, we're going to be -- that's why you have the full report, but we're going to be posting these. We always post these. If you follow us on social media, we're always throwing out congratulations to the primes, to the cities, to the small businesses.

But we do want to begin to show that five years in plus, it's not lip service. It's actually happening.

No, I'm not saying every single one. But if I'm saying the (no audio) I have 85 to 90 percent of our projects on this trail? Absolutely.

So that's the reason why it's worth us continuing to work with the other cities to see what the challenges are, to see how we can help them, and to create more (no audio) lessons learned for the first four to five years of where we need to go next.

And because of the projected projects, especially things like you have going on with PREMO and the connector rail and the others, getting enough advance information so that we can begin to target throughout the County, throughout the state, and sometimes outside, because this is also about workforce development.

If we're going to have the larger contractors and the larger industries coming in because we have activity for 22, 23 more years, then we want them to come in.

But we also want them to understand the small business program.

But we also want to understand what is the work employment, the work development opportunities that comes out of this.

So our marketing plan is about making sure we continue to galvanize (no audio) expanding where there's opportunity for business, especially small, throughout the County, the south Florida, and the state.

But then some of this with some of my other economic development partners is really going to be about how do we talk about projects that are going to be coming down the pike that could excite businesses of considering maybe a relocation or just another office opportunity right here in Broward County.

And these are some of the different things that we described in the five-year marketing plan that we would do that would try to get us there.

And one of the key things is not just attending conferences and trying to be signature where we can continue to talk about it, is really coordinating the opportunities with our highways and our roads folks and our Broward County Transit folks, and even when Aviation from time to time, when they have MAP projects.

And we can forecast some of those opportunities, how soon can we get out, making sure that we're not just speaking as an office about small business, but the business development side of making someone know that, hey, it's not about one project.

For all the things you're looking at for the next 23-plus years, you might really want to consider relocating here.

So these are the conversations I have with my partners, like the Alliance, and our partners in terms of my other EDO offices and the economic development offices of the city, because, again, it's also not about small business. It's just as much about creating career paths and jobs.

And as a couple of my Commissioners say, even these projects are creating high-wage paying jobs. And that's something that Broward should have an interest in.

So, again, those are our contacts, ways of getting in touch with us.

I probably should have had one extra slide, but May 9th, since we're already into March tomorrow, May 9th will be the annual conference at the Convention Center, the Broward and Beyond Business Conference.

MAP Broward always supports us and shows up, but this is a chance where we -- and we had a couple of members who attended a year ago -- where there'll be 900-plus businesses throughout the County and the region there to rally just try to understand who we are, what we do, what other resources are available, where they can get technical assistance, and to learn more about our office.

So with that, I thank you for allowing me to go first. Love you, but you know I've got to leave today.

But I'll entertain any questions that anybody might have.

CHAIR COOLMAN: Does anyone have any questions for Sandy?

I have a quick one.

MR. MCDONALD: Yes, sir.

CHAIR COOLMAN: You identified some of the cities that aren't able to make the 30 percent, and you're working with them to do that.

Have you identified any particular problems in -- in that group that -- that make it almost impossible for them to -- to comply or -- or do you feel that in X years, you'll have everybody --

MR. MCDONALD: I -- I do. I do. Because I don't even -- thank you, Mr. Chair.

I don't even classify it as a problem. It is -- it is challenges. Some of the cities aren't the size of the other cities. Some, it is about notification. Some, it is about understanding the program. I get it.

We've done a training now with every city, but also cities that are a no different than my shop. The person I may have trained two years go is no longer there. How did that information transfer to the next person?

So the cities are also no different than the County. I might have an agency that's responsible, but by the time it gets to procurement, was there still a connectivity or was something lost?

I'm just saying, for whatever the challenges are, we definitely want them to bring that to us.

There was a couple on your slide. Some of the challenges about not

meeting is also about the specifics of the actual project.

Remember, we said about the 30. Everything will not have a 30 percent goal. You saw some of my eight and nines. It's not because I didn't want 30. But the reality is if it calls for a specialty and I just don't happen to have it in my directory, I can't fake it.

So that eight was real, even though they did nine. But what's the opportunity? For whatever that project was, that was an eight, and we now know those disciplines.

We believe another project might come up down the road similar. So it gives me a year, two or three, to try to build small businesses who can meet the capacity for what was missing.

So it's no one thing that's keeping them from getting there. That's why I'm excited. The majority are getting there.

But it really is, without being a cookie cutter, an opportunity to find out where the city is, to find out where the primes are, to find out what small businesses I have available, and if, given the chance, we can make sure that proposing a goal can be a commitment that we can make.

But if not, at least we know we went through all the steps.

So it's nothing that just fell through the gap. It's just the idea that some actually won't be there for a lot of different reasons.

But we're willing to accept that and work with them.

CHAIR COOLMAN: Well, congratulations. But if -- and tongue in

cheek here -- once you set your goal to 50 percent and you meet it for everybody, you'll be out of a job, right?

MR. MCDONALD: Right. So goal me out of a job, right?

Okay, gang. Thank you. Appreciate you.

CHAIR COOLMAN: Thank you.

II Low Stress Multi-modal Mobility Network Master Plan Update -

Josette Severyn, Multi-modal Mobility Projects Administrator

CHAIR COOLMAN: Our next item is Low Stress Multi-modal Mobility Network Master Plan Update.

And I have to admit, I am a little confused about low stress, the words, and how it means something.

I think I'm going to -- I think I've agreed with it, but I need a little help with low stress.

MS. SEVERYN: I think you would agree with it.

Just -- just to give you a little bit of an update. So low stress is a term that we have started to see emerging in transportation planning and design, and it's all about creating facilities that are all ages and all abilities.

Now, this is a little bit above and beyond what initially Complete Streets was aiming to do for us. So Complete Streets initially started asking for four-foot bike lanes. Now we're finding that four-foot bike lanes on roads that are 45, 50 miles an hour are really not what people feel safe using. So -- and, actually, today that's what I'll be talking about, is what the perceptions

are within Broward County.

So I'll go ahead and -- and get started.

So good morning. I'm Josette Severyn. I am the contract administrator for the Low Stress Multi-modal Mobility Master Plan. It's a pleasure to be here with you all this morning.

And just as a reminder, this project formerly was referred to as the Greenways Master Plan.

The project was competitively solicited after having several re-scoping, revision efforts.

And, you know, this was actually a blessing, because this allowed us to look at the Greenway Master Plan scope, allow for it to evolve to create better geographic equity, expand the scope, and incorporate comments from the board and from the public that we heard.

So, for example, board member Shea Smith talked about he really wants to see facilities that are created separated but adjacent to the roadways so that he could bike with his children to destinations.

And then you also had your efforts and involvement with the City of Fort Lauderdale LauderTrail Master Plan.

And we both were part of that LauderTrail Master Plan working group, right? Which allowed me the opportunity to be able to understand the framework that LauderTrail was using, and it allowed me to build in consistency between the projects so that we could expand those efforts

countywide.

So what we aimed to do with this project was incorporate the board and the public's interest that we heard at these board meetings to enhance bicycle and pedestrian facilities and the connections to transit, as well as being able to get to destinations safely, comfortably, and conveniently.

So a big thank you for all of you, because those are the -- that's the continued support that I've heard from you throughout, whether you knew it or not. So thank you so much.

Just a reminder, this project is funded by constitutional gas tax and surtax. It acts as an in-kind match to the collaborative federal grant with the MPO, the Broward MPO, the Safe Streets and Roads for All, where we were allocated \$5,000,000 to create safer roads for all through the Broward Safety Action Plan.

And our prime consultant on this project is Marlin Engineering. They're actually headquartered here in Plantation. And they have a great team of experienced subconsultants that were brought on to represent different areas of expertise in their fields, which would allow them to have the successful development of this master plan.

So -- and, as Sandy mentioned, we also have a 30 percent CBE goal, but we have a 37 percent CBE commitment. So we are hoping to exceed as well.

So -- now, this master plan, like I said before, is not your ordinary

multi-modal master plan. We're focusing on connecting people to destinations by strategically planning a network of active transportation projects and developing design that people of all ages and abilities will feel confident using and will have a higher likelihood of electing to use.

So this master plan will offer guidance and inform multi-modal investments, which is one of our 30-year surtax program's main goals as presented to the voters, over the next 20 years. So keep that in mind. This will be a master plan for the next 20 years.

So the vision for this project is to create an inclusive, low stress, multi-modal network for all ages and abilities.

Safety, comfort, convenience, and inclusiveness have guided us through this process as foundational principles.

And today I will review with you the public comments and perceptions obtained through various public and stakeholder engagement methods we've deployed to date.

We have collected and analyzed from the public and stakeholders through community outreach events, focus groups, public meetings, technical working group meetings, stakeholder interviews, Crowdsourcing map efforts, and a public survey.

We started our efforts by informing the public about our project and collecting feedback on their experience walking and biking and what would encourage them to walk and bike more.

Some of the feedback we received expressed the need for more bike/ped infrastructure, greater separation from traffic, shade and amenities, and overall expressing safety concerns.

Based on the initial feedback from the community, we decided to dig deeper and host focus groups to have a better understanding of people's concerns and desires.

People want infrastructure that increases safety, comfort, and convenience, and is inclusive.

They have concerns with the existing infrastructure related to gaps in bicycle infrastructure, maintenance and upkeep of -- of facilities, perceptions of safety, inconsistent infrastructure treatments, and lack of connectivity.

They want design to prioritize safety for multi-modal users, and they want it to be with a user-focused design.

And they also desire separated facilities, targeted safety improvements in high crash areas, coordinated crossings, and funding flexibility to do more projects.

So the funding flexibility was probably the municipalities weighing in on that one.

They desire connections to high density areas and destinations.

They want to see age-friendly safe connections to parks and recreational destinations, and enhancements to cross cities routes beyond their neighborhoods.

So one of the goals Broward County had originally with the Greenways Master Plan was connecting Sawgrass to seagrass. And we can see this through the public outreach that we've done. People want to see movement across the County.

Further, they recognize that walking and biking have health benefits and social benefits, and use it as motivation.

They spoke of walking or biking as ways to relieve stress while getting physically active.

They talked about the social benefits, good -- it was good for mental health; being able to interact with other people along their walk and bike, as like a social activity, not only a commuting activity; the benefits of just being outside; and with the more people who walk or bike, the safer the experience feels.

So that safety in numbers aspect is really, really important.

So the next activity that we did for engagement was a Crowdsourcing map. This was to gather information from public and stakeholders on bike friendly locations they'd like to see more of, areas that need improvement, and suggested improvements.

And the suggested improvements were things like I want to see a new route here, or I want to see lighting here, or there needs to be end-of-trip facilities like bike parking in these locations.

So those are just some examples of those.

As you can see in the image, we received more need improvements feedback, but the positive in this is that almost a quarter of the comments were positive. They identified locations as bike/ped friendly, which are those locations that we're going to be looking more into as to what makes them bike/ped friendly.

And the remainder of the comments that you see, the ones in blue, those are the ideas, the suggestions for improvements.

So each pin that you see had a selection of checkboxes. And those checkboxes had categories that were derived from our focus groups.

So we really tried to strategically take all of our public engagement and stakeholder engagement efforts and integrate them all to build upon each other.

So some of these groups were safety, accessibility, connectivity, and maintenance. And we used these themes, like I said, to build on the data in a strategic way.

For the locations identified as needing improvements, the top challenges identified were related to uncomfortable or perceived unsafe crossing, vehicle speed, facility conditions and presence of facility, lack of connectivity, and transition concerns with ending infrastructure. So that's sort of like when your bike lane ends before you get to an intersection and there's not a great way to merge with traffic.

So people want more. They want safe crosswalks to use, wider

sidewalks, lighting, shade and amenities. They want separated bicycle facilities and obstruction-free lanes, improved signage, dependable and consistent bike facilities, bike parking.

And they want shade. Shade was a big component that people kept saying.

Other improvements they want to see are ADA pushbuttons, improved drainage, bike/ped-only streets, and more road safety education.

Speed. Speeding was identified as a -- a really big issue. People want to see more traffic calming measures and Complete Streets projects.

Intersections were another big topic of discussion, and the need to reduce ped/bike delay at intersections.

They want bicycle facilities to continue through the intersection instead of ending on the approach.

And there is a big desire for connectivity to destinations. So this means having continuous bike lanes, continuous sidewalk, curb ramps, and - - and -- and so forth to connect you to these destinations, and those -- and have those dedicated facilities to get there, including transit stops were a big component.

So concurrently as the crowd -- Crowdsense map was deployed, our public survey was active.

We also had our public survey active to gauge public perceptions, needs, and wants, and gather information about the public on their travel

behaviors.

The survey had a statistically significant sample size with a 95 percent confidence interval, and a five percent margin of error.

The survey was quite long. It was 33 questions. Multiple of the questions were Likert Scale questions. Have you guys -- are you familiar with Likert Scale questions? These are questions that are a series of questions and they ask you to scale it based on strongly agree to strongly disagree or -- or a scale similar to that.

So as you can imagine, the -- the -- while it was 33 questions, it was actually a bit longer than that, because there are a series.

To disseminate the survey, the team utilized stakeholder distribution methods, email blasts, social media posts, social media ads, iHeartRadio announcements, and outreach events.

Our sample was found to be representative sample of Broward County. As we expected, parents filled out the survey for their children. And over 65 demographic had similar proportions to the County overall.

We found that the gender analysis to be comparable as well as a strong representation with folks with disabilities compared to the County.

Every ZIP Code received participation in the survey.

And the majority of respondents, almost 70 percent, have lived in Broward County for ten-plus years, with 81 percent residing in Broward for five or more years.

So these are people that live here.

We asked about mobility device ownership. The majority of the population owns the mobility device, whether it's a bicycle, an electric mobility device, or another device or means of conveyance.

In terms of folks walking, bicycling, or other methods of mobility, we can see a number of respondents do use these daily and often.

But those numbers can always be improved.

So we gauged people's tolerance in time to walk to destinations, and we found that people will walk longer distances to get to parks, entertainment, and jobs.

We asked folks the same question for bicycling. The interesting thing about this question is that folks responded highest to bicycling to transit within a ten minute period, which -- which is equivalent to about 1.5 miles.

So this would really, really help with our reaching destinations from transit and accessing transit. So I loved this question, because it highlighted people's want to connect to transit.

Now, when we asked respondents to tell us a little bit more about their perception of safety while walking and biking, we found that over half -- there we go -- over half of the people felt their immediate community was great -- a great place to walk.

But this is their immediate neighborhood. Once they left their neighborhood, people largely agreed we need improved facilities that make it

feel safe to walk or bike.

We need crossings on busy roads that feel safe. We need infrastructure that parents feel safe -- are safe for their children to use. And this is beyond their immediate neighborhood.

So of the 20 percent of respondents that reported having children, we found that seven percent walk to school, nine percent bike to school. And this is great, because this is actually better than the 2017 national average.

But think about the potential. The potential that we could reduce congestion related to drop-off queuing for schools. This could be huge. We can expand that number.

So as part of that, I want to make a plug for Public Works and that they're doing a great job conducting improvements to school zones, which is a surtax initiative, and they're -- they've -- they've done a number of those. So that's really great to see.

So how often are people walking in Broward County? Almost 50 percent of respondents reported walking to a destination a few times a week, and about 75 percent already walk for fun or exercise.

So this is really great. People already have the habits to walk adopted.

So along with a desire to walk to destination, there is a strong case for increasing walking for utilitarian purposes if we can make real improvements beyond our immediate neighborhoods that resonate with our residents.

These improvements should be influenced by these results here, identifying what's important to them. And if you have a printout, it might be easier to look at that than the screen. I'll give you a second to look at this.

All right. So what about biking. 75 percent of respondents are interested in biking.

Of the 17 that said no, they're not interested, and they provided a reason as to why they're not interested, the highest percentage identified that their lack of interest in biking was not actually because of a lack of interest. It was because of safety reasons.

So their perception is right now, with existing infrastructure, it feels dangerous.

These are people that may be converted to interested or maybe interested if the right infrastructure and conditions were in place.

In fact, 60 percent of survey respondents said that they strongly agreed that they would replace some of their driving trips with walking, biking, or a mobility device if facilities felt safe, comfortable, and convenient.

And that figure increases to 70 percent when you add in the agree category.

So remember, we did a Likert Scale from strongly agree to strongly disagree.

So, overall, folks want to see protected, dedicated bike paths that feel safe.

Improvements to the network that need to be considered are based on these results.

And with that said, our low stress design manual will take all of these results into consideration as the manual is developed.

So overall, we can summarize what we've heard from the public into a call for action for improvements in our infrastructure, in our standards and criteria for low stress design here in Broward County.

Thank you. I'll take any questions.

CHAIR COOLMAN: Anyone have any questions or comments? Alan?

MR. HOOPER: Yeah. So there's like three more pages after that.

Are you going to do the question and answer now or are we going to (inaudible).

MS. SEVERYN: I think those are supplemental. What were the --

MR. HOOPER: Okay. All right. Yeah. I --

MS. SEVERYN: Oh, yeah. So -- so this is a good example of what level of traffic stress is. So level of traffic stress is a -- a measure that was adopted by the Monetta Institute in Minnesota. They've developed this criteria, so -- and FDOT adopted this criteria as well.

So these images came from FDOT's quality level of service manual.

And so the idea is is that people have different tolerances to stress levels, whether it's walking or biking. And so an LTS 4 category is often called the strong fearless category. So those are folks that are considered

experts that will go out -- those are your -- your Spandex cyclists, right? They're the ones in -- in Lycra that are going to go out and they're going to ride miles and miles and miles and miles.

This is not what this plan's about. While we took their input into consideration, what we're really aiming for is an LTS 1 and LTS 2, and, if those two are not possible, an LTS 3, because LTS 1 is a group considered children and elderly.

LTS 2 is a interested but concerned adult group. So maybe this is an adult group that -- that would like to bike more if they -- if they had really great facilities to use that they felt safe on.

And the LTS 3 category is probably your person who is a little bit more confident to ride around, but not yet the expert level.

And the same thing can go for walking. Usually, in walking scenarios what we see is people walk on LTS 4 conditions because they have to get to transit, right? So they might not have sidewalk. They're walking on the edge of pavement or they're walking on the grass or wherever they can.

And a lot of times, what you'll end up seeing are these like goat paths. So these are the -- the -- the paths that people are walking down like consistently.

So the pedestrian level of traffic stress is more recently developed than the bicycle level of traffic stress, but it built upon the methodology.

And then the other findings that we had, these were just examples of

what were most popular.

So when we were in a 25 to 30 mile an hour setting, people really thought that a grassy, landscaped buffer in a neighborhood, a residential street, was really the most desirable.

And this is actually consistent with -- with a lot of the research, the literature. People like to walk down tree laned -- tree-lined streets. So it's not surprising that this -- this picture was the one that was most prominent.

And then the next category was 30 to 35. So when we were looking at this one, what you can tell is not only is the sidewalk wider -- and this is actually Hollywood Boulevard. It was a recent Complete Streets project. They have on-street parking, which acts as a bigger buffer. And this is a wider sidewalk.

And you can see that the degree of separation there is a bit more profound, right? And that's with the higher speed and higher volume road. And that's really what you want to see.

And then we have this 35 to 45 mile an hour road, and people said they really like the shared use path that's over here that has a dedicated bicycle facility area, and it's separated from traffic.

And you can kind of see it, but there were new trees that were built -- planted there, so eventually those trees will become bigger, and it'll be shade and canopied, and a lot cooler and -- and comfortable to walk down.

And then the last one is we looked at intersections. So what people

really wanted to see were characteristics that were in that picture. So really kind of highlighting where the crosswalk is and having shorter crossings, because you can see in the picture it kind of narrows at the intersection to decrease that walking distance.

The same thing for -- for bicycling. So if it was a lower speed road, then the old Dixie Highway implementation in Fort Lauderdale is a great application. So this is a 20 to 25 mile -- or 25 to 30 mile an hour road, and a bike lane, five-foot bike lane, is sufficient, right? That's what we saw people were resonating with.

And then when we were looking at the 30 to 35 mile an hour, they wanted to see a bit more of a buffer. You know, people driving in 30, 35 miles an hour roads are probably not driving 30, 35 miles an hour. So they wanted to see greater separation there.

And then the -- the next category was 35 to 45. This is where you see something more like a cycle track, a bikeway, that people really resonated with. And it has a little bit more horizontal and vertical buffering. So those are a concrete median with some -- there's like a wave pattern that creates a little bit more awareness that you're getting close to that concrete median right there.

And then the last one is an intersection view. And that's the protected bicycle intersection. This is a concept that FDOT is working on in design now to bring to us. And we have been collaborating with them on what that

looks like.

So hopefully all these items will become part of our design manual.

All right.

MR. HOOPER: Okay. Can I go? Okay. I'm sure Shea's going to have a lot better stuff to talk about than me, but I'm going to cut in front of him.

(Laughter.)

MR. HOOPER: So, one, I -- the -- the one that's the 25 to 30 mile an hour bike lane, which is pretty much found all over the County, Fort Lauderdale, Bayview Drive, US-1, you can just throw those away. Because I have kids, and we live off Bayview, and when they were little, there is no -- we went on the sidewalks --

MS. SEVERYN: Uh-huh.

MR. HOOPER: -- because too many people are texting and driving. So one mess up, and you've just taken out a life.

So if you're going to do those on slower streets, I think you still have to put those -- those cone bumpers so that when someone veers off, they feel it on their -- their wheels --

MS. SEVERYN: Uh-huh.

MR. HOOPER: -- and they get back in their lane.

I think that -- we were -- it's funny, we were just talking about how Apple computer in 1990 only had four percent market share. Well, electric

bikes right now have a very small market share, but they're going to have a very large market share in the future.

And people are buying them as they become cheaper, as they become cooler. People are buying them and driving them to work.

And my problem -- and I like to ride my bike -- is getting from commercial and getting to downtown and thinking, okay, well, you can go down Bayview, because there's a bike -- a bike path, but then I've got to figure out what other roads I'm going to do to avoid Sunrise, and then -- so I'm going to cut through Victoria Park. It gets really crazy.

We have got to find paths from like downtown to Sawgrass, from east and west, north and south. And maybe -- and I love that you guys are going here, because it sounds like you're thinking what I'm saying. So I'm probably preaching to the choir here.

But if we could just do one or two north and south and one or two east and west first, and make a pilot out of that, and I think it will perpetuate this e-bike transit that -- that people love to do. I see them cruising down Andrews and -- and they've got no -- no barrier. And God bless them. I -- you know, God protect them.

But -- but if we could do that, if could find like one or two and really do a good job.

And the other thing that's going to be hard is getting over the I-95 bridges. Maybe you have to find like a Sistrunk or 19th or there are certain

streets that go under the I-95 that you can maybe make it part of the system.

But we couldn't do this soon enough. Between scooters and bikes, if we could make -- make that a priority -- and I'm glad we're going here now, because before, we kind of had a resistance of going here.

I -- I think this is like the best, and I -- and I congratulate the work you've done so far. But hopefully we can actually implement it, because this County was built with no bikes in mind. And the right of way that's left in some of the earlier developments is very -- very rare.

Out west, Plantation, you've got that right of way that you can potentially do that.

We might have to decide to take two lanes and make it into one wide one and -- and make the sidewalk and the bike wider.

But, anyway, thank you very much. I really appreciate the study.

MS. SEVERYN: Thank you for your comments.

CHAIR COOLMAN: Shea, you have anything?

MR. SMITH: I'll try not to go on a whole diatribe here and just a little bit to what Alan was saying.

But, yeah, this is -- this is really -- sorry -- this is really my passion area. I mean, I'm technically here for accounting, right, but if you look at my application to this board, it was all about advocacy. You know, maybe 15 years ago or so, or even longer now, we started a -- a non-profit called Bike Walk FTL. And I was very passionate about Bike Walk issues.

And it's a tough sell, right? However, I think tides are really turning, and I see now -- and especially in older population, interestingly, out on electric bikes. Like you've seen this really grow over the years.

One thing I think we really need to emphasize, to echo what Alan was saying, was the connectivity, and using the back neighborhoods as like a trail system where you don't have to do as much.

I mean, that's what I found working on the LauderTrail project. It started as something that was kind of simple and then started to become almost too complicated in -- in a way.

So it's like we need the facilities, but we also need to educate people on the paths that are safer. We already have that capacity there. This is such a good step towards our density issues, because there's nowhere else for cars to go, but there's not really a lot of room to keep building roads, and we have more capacity than I think what people realize.

Something that I've noticed over the years, like you mentioned -- I just happen to know Fort Lauderdale more. You mentioned the Dixie Highway Fort Lauderdale project, right?

We have a propensity in the County to build facilities and take nice pictures of them, and then let them go into disrepair, right?

So Dixie's a great example. We put the green path there, and now it kind of looks like crap, for lack of a better word. It hasn't been maintained. And it wouldn't take that much to maintain it.

But it's to stay with it, right? To say, hey, we built this, here's how it connects to this, and here's how it connects to this.

I mean, I can leave my house in Fort Lauderdale and take very safe paths going through three or four cities, right? I -- before you know it, you're in Oakland Park. Before you know it, you're in Pompano. I can easily go from where I am all the way up past Atlantic Boulevard and feel perfectly safe. And I have ways to do that.

I think most people don't know those ways. And they end up buying an electric bike or a regular bike, and they end up on Andrews, or they end up on US-1, and some of the stuff we've put in is literally just super dangerous.

I mean, to put a sharrow on US-1 and make it look like that's safe is a trap. And it's a travesty, because it's really scary to think that people are going to think that people care that there's a sharrow there.

They don't care. You can't share the road on US-1, right?

So we've got to kind of re-educate people.

I agree that the demand is going to just keep going up. I see so many more people out there trying to take advantage of the roadways.

So I do really appreciate the work.

And connecting to, you know, other facilities. And I think as a County-led group, we have an opportunity to be that connection point, right? To show how does this all connect together, how can we, you know, put together

media campaigns and show someone going essentially across the County in a safe manner?

So I'm -- I'm excited about this. I'm glad that it's -- it -- it's part of our regular agenda now and that -- that we're pushing it forward.

CHAIR COOLMAN: Go ahead.

MR. MCELROY: Yeah, I couldn't agree more with Alan and Shea. They -- they said it perfectly.

I want to dive into some things. Obviously, I agree with everything here on this.

So is this going to be a manual or a plan? Or is it two components? You're developing a manual and a plan?

MS. SEVERYN: Yes. So we're creating a master plan and then there's going to be a low stress design manual.

So the low stress design manual is going to be above standards. So generally when -- when engineering creates a design manual, it's based on minimum standards. So this is going to be unique in the sense that it's going to be above standards.

It's going to be defining what we at Broward County have defined as low stress implementation and design.

So that's going to be one.

We're also include -- including a companion piece for place making. It's going to be a place making toolkit to help guide municipalities on how

they could personalize these routes and make them more appealing, more engaging.

And that could be done through a variety of things like landscaping. It could be art, it could be functional art. It can -- it could be a number of different things.

So it'll be interesting to see all this come together. and we'll be doing a lot of outreach to the municipalities to see if we can build up their support to connect to the spine network that we're going to be creating.

MR. MCELROY: When -- when are -- when's -- when are these documents going to be ready?

MS. SEVERYN: So our project is going to be concluding in June, so we'll have documents to review.

MR. MCELROY: So then these documents, this -- this manual will go to the County Commissioners for a vote for acceptance?

MS. SEVRYN: It will eventually go to the County Commission for adoption --

MR. MCELROY: And --

MS. SEVERYN: -- correct.

MR. MCELROY: -- will you craft the wording so that when the County Commission, if they do accept it -- and I think we should send a -- a motion of this board or what -- whatever the thing is to say -- a transmittal letter, that we want to see this adopt -- adopted, of course, if everyone agrees.

But -- so -- so I'm going to go back to two things. Two things really strike me, right?

The surtax board was created with the intent of creating better infrastructure.

And then in your survey, 89 percent of Broward County said this needs improvement in this particular area.

So this is a very captive market, and the surtax board is also in line with that.

So I think there's full faith that the County Commissions accept it.

But if they do accept it, will this become the new design standards or will the Highway Engineering be able to piecemeal and take what they want out of it, or how do we make it so that every road that gets redesigned hits these maximum standards consistently?

MS. CASSINI: Josette, can I -- so I'd just like to respond, first of all, to how the actual master plan gets adopted and accepted.

We are in discussions about exactly how that's going to operate. We actually just had a conversation, I think within the last ten days.

There's a Complete Streets team that exists inside of the County. And it was adopted as the result of County Commission action.

This plan is something that we see as very similar to the Complete Streets team effort, something that will move through the Complete Streets team that already exists.

And, as Josette mentioned, it's also acting as match to the Safe Streets and Roads for All grant.

So we're trying to line all of these things up in a way that allows all of our partners, state, County, and municipal, to have input.

Our County Commissioners are obviously going to want to have input.

How exactly that happens is not known to us at this moment. So I just want to be clear about that.

And then how people utilize this information, these are -- these are guidelines. At -- at the end of the day, what we are developing are options, they're guides, they're manuals. They're -- they're not going to necessarily be requirements.

The cost feasible plan that comes out of this is something that we're going to bring back here so that you all understand what the surtax, the surtax program is capable of building with this.

But just like everything else that we do, we're going to be relying on other funding sources. We're going to be relying on other partners in the community, both the state and municipal, to help us put this plan together.

And I just want to make -- make sure that that's really clear on the record.

CHAIR COOLMAN: Erdal?

MS. SEVERYN: So -- so, like she said, it's -- the -- the design manual's going to be what we are going to approve as low stress design.

If it doesn't meet our criteria for low stress design, it won't be designated as low stress design, if that makes sense.

MR. MCELROY: So -- so, Gretchen, but can't we send a -- whatever the letter is to let the --

UNIDENTIFIED SPEAKER: Your mic's not on.

MR. MCELROY: Oh, I'm sorry. Can we send a letter or whatnot to I guess Monica Cepero or the -- or the Commissioners to let them know that the surtax fully embraces this plan?

MS. CASSINI: Well, the fact that the surtax is funding the plan indicates that the surtax program supports this effort.

When it's completed, it's going to come back to you all again. And at that point, it would be appropriate, as part of your overall transmittal letters, to provide any input that you would have.

But it's not done yet.

MR. MCELROY: Okay. That makes sense.

MR. SMITH: Just one more quick comment. I -- I think that this an opportunity. I mean, we're all here as volunteers, right, and as residents of Broward County. I think this is an opportunity for -- for, again, activism and getting more people engaged.

Because what it's going to take is people in each city that care about this showing up and speaking to it and -- and wanting this, right?

That -- that's -- I think that's what's going to really push this.

And at this point, I mean, we haven't had a ton of public engagement. I've seen more as we've gone on with the process, but I think this is the opportunity that we have, right? It's like, how do we engage more people that will utilize this and get them involved to advocate for themselves and -- and what they want, right?

And I think that's where we could have a powerful role here. You know, maybe we can do some events where we invite the public in and get more people engaged.

Maybe we can go out to the cities and try and engage people, engage different communities that are out there riding, walking, and using the facilities.

I think that's what it's going to really take, because that's -- you know, that -- that's who -- that's who people are at the cities where it starts are going to listen to at the end of the day.

MR. DONMEZ: Thank you.

Gretchen actually answered my, you know, question, you know, where do we go from, you know, here.

Very impressive presentation, findings, consistent, you know, with every objective, you know, this board, you know, has.

And we would like to make everything possible to accelerate, you know, these projects, programs, improvements. But it's -- it's -- it's a great undertaking so far.

Thank you.

CHAIR COOLMAN: This -- this last issue is the important topic, and that is how does this information get implemented.

And I know you're doing things -- this would become kind of a guidebook for new projects to be designed in public sector, et cetera. And it'll take time.

You know, when -- if you -- I have a lot of good and bad things about California, but when you're driving out there, if a pedestrian steps off the curb, you better stop. I mean, I don't know how they do that, but we need that thing here. We don't have it. But maybe we'll get it with -- with more of this.

A little comment about the -- the green sidewalks and the shared, there may not be -- they may not be good, but they're better than nothing. And it's a start to educate the public that's a bike lane.

And that shared is a continuation of a bike lane, at least you can get from A to B. You may not get there as safe as you want.

MR. HOOPER: Dude, you're going to get killed.

CHAIR COOLMAN: Well, it's better than having no green and no shared, okay?

MR. HOOPER: Okay.

CHAIR COOLMAN: So, with that said -- but the -- the idea of this report getting implemented into the design early on, and somehow we

change the philosophy of our -- of our drivers is -- is what's going to need to happen.

Alan, you want to say something?

MR. HOOPER: Yeah, I -- just to -- if you put something there, like Shea said, it can become a trap. You might go somewhere thinking it's safe and it not be safe.

So it's not -- I don't totally agree with you.

But, before you comment, I just -- I -- I had something else I wanted to say. So do we -- are we going to be producing some form of a conceptual map of bike paths that connect areas to each other?

MS. SEVERYN: Yes, so we actually have a proposed low stress network that has been created, and it incorporated existing infrastructure as well as looking at projects that were programmed in the transportation improvement program, the surtax, as well as some of our own capital improvements that we have planned here.

So we -- we've done a lot of analysis based on what we know is to come, and making sure that all those connect.

And then, like I said, the municipalities are going to be a major partner on this, because one of the big things that they can do is create what Portland or Denver has done, the neighborhood greenways that can connect to some of these other major arterials or minor arterials that will hopefully have some infrastructure on it that increases the likelihood of people feeling

comfortable, safe, and so forth.

MR. HOOPER: And I want to just make one point. We -- this is the purse. The surtax is the purse, okay? And depending on cities to build something that's part of a plan is like waiting for developers one at a time to build a sidewalk down two miles of street. It won't happen for two decades.

So I think that we should be building it, to be honest with you, the County.

And I think that we should not shy away -- this is -- to me, over anything else, this is probably the biggest thing, because it's going to -- it's going to motivate people to use an alternative methods of getting to work, going and having fun, going to see their friends, whatever. Working out.

And we should not shy away from being super innovative and super -- and raising the bar beyond what we have seen in the past.

And what I mean by that is pedestrian bridges. Adding attachments to existing bridges that add a pedestrian method to the bridge rather than it being just for cars, so that you can get over I-95.

City of Miami is building one of the most incredible bridges you've ever seen. They've done it in Denver. They've done it in California. They do it everywhere where people want to be outside.

And so I think the County should lead it. I think the County should be pushing to do it.

And if no other city wants to participate, do it on the County roads, do

it on the state roads.

And we should be building it. We shouldn't wait around to expect that the cities will all get on board and do it.

CHAIR COOLMAN: So I assume there's no problem spending surtax dollars for all this, Nathaniel, right?

Okay. With that said, even though the green bike path and shared is not as safe as we'd all like, when I see it as a driver, I recognize that there's going to be bicycles on that road. So to me, that's helpful. It's a start.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Anybody else have any comments? Go ahead.

MR. MCELROY: I'm sorry. One technical question.

I recently found out about Chapter 202 of the Florida Design Manual, the Speed Management section. Will this work in conjunction with that new chapter or will this go above and beyond?

MS. SEVERYN: So -- so, ideally, everything that we're doing is going to be above and beyond.

But the Broward Safety Action Plan is creating their own safe -- safe streets design manual. And for anything that I don't cover in the low stress design manual, they'll likely be covering in that design manual as part of the Safe Streets and Roads for All grant.

MR. MCELROY: Okay. Okay. And then, Gretchen, will those be kind of going at the same time, then? They'll kind of get combined?

MS. SEVERYN: They're -- they're concurrent. So the WPS team is kicking off their kick-off meeting for the design manual March 11th. And so the work that's being done on the low stress design manual is going to be coordinated -- and we've already had several coordination meetings -- with the -- the -- the SS4A team to be able to kind of integrate those, but not duplicate.

MR. MCELROY: Okay. Awesome.

CHAIR COOLMAN: Anybody else?

Josette, thank you very much.

MS. SEVRYN: Thank you so much.

(Applause.)

III Near-Miss Traffic Incident Identification System Study Update - Dr. Sanjay Ranka, University of Florida

CHAIR COOLMAN: Next presentation, Near-Miss Accident -- excuse me -- Near-Miss Traffic Accident Identification System Study Update.

MS. CASSINI: Mr. Chair --

CHAIR COOLMAN: Dr. Sanjay Ranka?

MS. CASSINI: Yes, if I could just ask, we -- because Dr. Ranka is going to be doing this presentation remotely, we do need to do some technical setup.

Could we just take a very quick five-minute break so that we can do that?

CHAIR COOLMAN: Certainly.

MS. CASSINI: Thanks.

CHAIR COOLMAN: Okay. We're taking a five-minute break.

(MEETING IN RECESS.)

UNIDENTIFIED SPEAKER: Good morning, Dr. Ranka.

DR. RANKA: Good morning. How are you?

UNIDENTIFIED SPEAKER: Good morning. Would you like to share your screen?

DR. RANKA: I can. I thought you were going to do the presentation, but I have the presentation (inaudible) also, so I could do that very easily.

UNIDENTIFIED SPEAKER: Okay. Yeah. There we go. Okay. We can see your screen.

Thank you.

UNIDENTIFIED SPEAKERS: (Inaudible.)

UNIDENTIFIED SPEAKER: Dr. Ranka, can we do another sound check?

DR. RANKA: Sure. I can hear you fine. How about can you hear me?

UNIDENTIFIED SPEAKER: You probably need to be louder.

DR. RANKA: Okay. Let me see if I can make it louder. Hold on.

UNIDENTIFIED SPEAKER: Can we control (inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

DR. RANKA: Yeah, my volume is as high as it can be (inaudible).

UNIDENTIFIED SPEAKER: Sounds good.

UNIDENTIFIED SPEAKER: Did you hear what we just said?

UNIDENTIFIED SPEAKER: (Inaudible.)

DR. RANKA: Yeah.

UNIDENTIFIED SPEAKER: Yeah, that sounds perfect. Thank you.

DR. RANKA: Can you see my full screen?

UNIDENTIFIED SPEAKER: Yeah, we can see it.

DR. RANKA: (Inaudible) not seeing any of the video (inaudible),
correct?

UNIDENTIFIED SPEAKER: Yeah.

MS. CASSINI: Dr. Ranko, we can see you and we can hear you.

DR. RANKA: Wonderful. Thank you.

MS. CASSINI: Dr. Ranko, we're just going to adjust your volume a
little bit, because you are a little low. Give us about a --

DR. RANKA: (Inaudible.)

MS. CASSINI: -- give us one minute or so more, and then we'll let you
know when we're ready to get started.

DR. RANKA: Wonderful. Thank you.

MS. CASSINI: Thanks.

(Meeting in recess.)

CHAIR COOLMAN: If we could reconvene, our speaker's available.

DR. RANKA: Yes.

CHAIR COOLMAN: Everyone take their seats, please.

MS. CASSINI: Could we ask everybody in the audience to please sit down? Thank you.

CHAIR COOLMAN: Item 3 on the agenda, right? Near-miss Traffic Incident Identification System Study Update, Dr. Sanjay Ranka and others.

DR. LI: Okay. Good morning, Mr. Chair and members of the board. Min-Tang Li, Broward County (Inaudible) Engineering Division.

I'm the project manager of the near-miss pattern study.

The near-miss pattern study is fully funded through surtax, and is also serving as matching to SS4A efforts.

As you may already know, near misses are risky traffic event that usually do not cause crashes.

The University of Florida is tasked in this study to evaluate the near miss technology that may assist County staff to proactively address safety concern at intersections.

The study was executed back in February 2023, and is expected to be complete by the end of June this year.

Dr. Ranka from University of Florida is going to provide you a quick update on the status and initial finding of the near miss pattern study today.

With that, I will hand over the presentation to Dr. Ranka to continue.

Thank you.

DR. RANKA: Thank you, Dr. Li.

Thank you for the committee to (inaudible) online. Unfortunately, I could not be there in person for personal reasons.

I hope you guys can hear me well.

MS. CASSINI: We can hear you. Thank you.

DR. RANKA: Wonderful.

Thank you again for the board to fund the study. And just -- just to give you a background, (inaudible) system to analyze traffic at intersections. In particular, the system uses fisheye cameras which were already install at several intersections in Broward County.

And what the analysis tool does is it analyzes all the near misses (inaudible) events (inaudible) things. One is the cost of (inaudible) the video analysis as well as the hardware requirements in terms of what kinds of CPU and GPU requirements are there for processing some of those video (inaudible).

And second thing is there's also two intersections where we did a before and after study using this technology, and both -- on both of them, we show (no audio) and (inaudible) lead to a lot -- lot less (inaudible).

So just to bring folks up to speed, the video is coming from the intersection. This is an example of a video being captured using (inaudible) techniques to track all the vehicles, as well as the pedestrians and other bicyclists and -- and (inaudible) and things like that.

We classify them. From that, what we do is we create a (inaudible)

database of all the pedestrian movements along with (inaudible) movements, and (inaudible) kind of intersect with each other and if the car is very near to a pedestrian or a car is very near to another car, then we can use that to determine whether there was a near miss or not.

We also look at other factors like whether the car braked, (inaudible) significant reduction in speed, and things of that nature.

And using this analysis we're able to look at both (inaudible) intersections and potentially pedestrian (inaudible) intersection.

And we classify them separately as a vehicle to vehicle (inaudible) event or a -- or a vehicle to pedestrian (inaudible).

So what we did here was the -- we looked at complex intersections with large number of lanes, and most of them had dual cameras.

And we looked at (inaudible) detect phases (inaudible) where -- where the turning lanes were, ingress/egress of all the traffic coming to an intersection.

And one thing that you wanted to find out is (inaudible) expensive.

So we did a study to first see how many streams of video can one GPU handle so that we can share the same GPU if you want to scale this to countywide to how many intersection.

And we were able to show that up to eight streams can be supported by one GPU.

So doing that, if the intersection has two video streams coming in,

then one GPU can support four intersections.

And this is our (inaudible) map (inaudible) video cameras already present.

Then what we did was we looked at it and say, hey, let's look at intersections where there are (inaudible) pedestrians. And what we looked at was Stirling and 66 Avenue intersection.

We did the analysis, and we found that there were lots of pedestrian to vehicle conflicts, especially with (inaudible) turns. That, based on the study, we (inaudible), and we figured out that it makes sense to add a sign for an (inaudible) westbound lane turns. So effectively on this -- this is the intersection. As you can see, it's a very complex intersection with lots of lanes. Some left-turn lanes, some right-turn lanes, for example.

And so these -- this signage was added. This signage was added. Turning vehicles taking a left to stop for pedestrians just as a warning sign for all the vehicles coming in.

Similarly, here is a turning vehicle stop for right ones.

So this is what we were able to -- these are the different signages which were added based on the study, because the study found that these are the left -- these are the turns where there were lots of conflict between pedestrians and vehicles.

And then what we did was we looked at the near miss (inaudible). This is showing you along the X axis is hour of day. And -- and it's showing

you conflicts which are happening per hour. And, as you can see, there are seven days, so there are seven charts like this, or seven -- seven lines like this, and the starting point (inaudible) each of the lines.

And what's more important is that (inaudible) pedestrian to vehicle interactions, which -- which went down by a large amount overall, as you can see.

And these were averaging maybe five, six, seven per hour. Now -- now they're much less. And I'll show you more details on that in the next slide.

And, similarly, (inaudible) was -- you know, you can see here, and you can see the -- the (inaudible) was lot less. The main -- main -- main thing we (inaudible) so we expected that -- we are hoping that that would actually (lead to a larger reduction.

So you can see this now. This is average over day-by-day (inaudible) hour-by-hour, to give you a better clarity. These are, again, pedestrian to vehicle interactions.

And you can see that, roughly, on each day, the number of these conflicts per thousand vehicles went down by a factor of three to four. On an average, we were able to see a reduction of -- of a factor of four in terms of these vehicle to pedestrian near misses.

And that's amazing. I mean, this is really much better than what we expected to happen based on the study, because our working assumption is

that a reduction in the number of these near misses (inaudible) events should have a direct impact on the number of accidents on the intersection if you did a really long-term study.

One of the reasons for doing a near miss (inaudible) analysis was just that these are good proxies for accidents. Accident (inaudible) unfortunately happen infrequently, but if we can look at these proxy events and reduce them by a large number, our hope is that this will lead to a lot less such accidents at that intersection.

We repeated the same study. So if you look at what are the things that you can see now in the left turning vehicles, how many interactions they are having. You can see that that number also went down.

And the right turning vehicles went down to pretty close to zero.

And even the vehicles, you can see the interactions went down by a large amount.

So all -- all three kinds of situations were drastically improved because of signage.

Important part to notice here is that the vehicles do pay attention to the signage and -- and they were able to actually -- and because of that, their behavior changed. And because of that, these number of near misses went down.

In order to see other -- whether this thing actually can be done on other intersections, so we started work on the second intersection,

(inaudible) 68th Avenue.

Again, we did the analysis slightly different but somewhat similar by telling (inaudible) pedestrians (inaudible) left turning vehicles, pedestrian (inaudible) right (inaudible) through vehicle. So all these things happen.

And -- and, again, this is a pretty complicated intersection with a large number of lanes, so two cameras were able to 509372 support this large intersection.

And, again, what we did was based on -- on discussion with the County folks, we decided to add the signage. And these are the two places that the signage was added.

And based on that signage (inaudible) we studied and say, hey, what happened before and after.

And, again, you can see now we're looking at it hour by hour, overall the trends are that P to V interactions went down, and even the V to V interactions went down quite a bit in this particular case.

So if you look at that again at an aggregate basis, again you can see the same trend, that, overall, the number of conflicts between the pedestrians and the vehicles (inaudible) went down by a factor of three to four, and depending on the day of the week.

So this is clearly showing you the value of this whole technology. If the technology can figure out precisely how many near-misses or how many (inaudible) events are going to happen on that intersection so you know

what's -- what is happening today, and then if you make any changes.

In this case, we added signage, but clearly there are other opportunities. For example, to add more pedestrian time during the time when there are more pedestrians crossing. For example, lunch hour and there's a McDonald's across the street. Lot of -- lots of people are going to be crossing for lunch.

And if you figure that out, then you can add more time for pedestrians.

You obviously limited our test to only one choice for this study.

And -- and you can see again that, based on those -- that changes we were able to improve safety for all of these situations by large amount.

So this kind of validates the whole technology, and its use in -- in improving safety at traffic intersections. (No audio) We were able to do a before and after study. The signage led to a reduction in (inaudible) events. And -- and also we showed that the cost of the hardware which is required for processing the video can be amortized over multiple intersections.

I'll be happy to take questions at this juncture.

CHAIR COOLMAN: I -- go ahead, Raymond.

MR. MCELROY: I --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. MCELROY: -- I wanted to ask a few things. How much are the GPUs?

DR. RANKA: So the GPUs cost -- we did a analysis of the GPUs. The

GPU which we analyzed was around \$3,000, but then we were not worried about how many intersection it will support. Then we did a proper (inaudible) analysis to say that if you buy a -- a -- one GPU for around two to \$3,000, it can support something like four cameras at two intersections.

MR. MCELROY: And then after the data -- let's say we do like a -- a treatment for each intersection, could we just reuse the GPUs for another intersection, or you think it's worth collecting the data?

DR. RANKA: I think it's definitely -- we can do a mix of both. We should collect the data maybe every three months or every two months, and - - but on the other hand, if you're doing a two-week studying, you use it for one intersection, then the next two weeks, the GPU can be used for another intersection.

MR. MCELROY: And then -- this is to the County -- do you think this is something we should scale? Because I don't -- I don't know statistical analysis of the significance of -- of the data, but if the near miss incidents are dropping that much just by increasing signage --

DR. LI: Okay. That's -- that's a loaded question, so let me get to it right here, okay?

We -- we haven't really established the relationship between near misses with crashes that indeed occurred.

We believe that if we reduce near misses, crash will be reduced as well, but exactly how much, we -- we haven't develop relationship exactly at

this point, and we don't even have any kind of guess.

So -- so that's something I want to lay it out front first.

Now, we do have planned to continue this assessment to develop mobile units. Because right now, what we have utilized are static cameras that got install at intersections for traffic control purpose.

We -- we want to make those camera become mobilize, and we can deploy those camera to the intersection that we intend to analyze.

So with that, we can be more flexible and we can go to even more complex intersection to conduct this type of analysis.

So there will be a next tier assessment, and we hope that we can get a more confirm or final say on how effective the technology is going to be later on. Because it take time to observe crashes happen. Some of the members may know, most of the typical safety assessment, they will utilize five-year crash records.

So those short term improvement that you see, those signage that got deploy by FDOT -- by the way, this -- that portion of Stirling Road is a state road. So there are many inter -- interaction and communication between county and state on this.

And we -- we managed to deploy some of the short term safety solution, which is the signate at this point, but there are other suggestions that more (inaudible) meet long-term that haven't -- haven't been implemented yet.

So it take time to observe exactly how effective the technology is going to be.

Exactly how long, I don't -- I couldn't tell you exactly, but I would say that we still need time to get a better understanding on the effectiveness of the technology at this point.

MR. MCELROY: To Mr. Ranka, well, do you think you'll be able to (inaudible) like find correlation in time with this amount of money we're giving you for the grant, or you think this grant won't be able to cover that?

DR. RANKA: The -- you're talking about the correlation between the (inaudible) accident?

MR. MCELROY: Yeah, like to -- to find conclusive data from your study.

DR. RANKA: So --

MR. MCELROY: (Inaudible.)

DR. RANKA: -- clearly, the study -- the study is very limited and (inaudible) able to find that correlation because, fortunately, the number of accident which happened are very low.

But there are nationwide studies, and, again, I don't remember the exact number, but what they say is that for every hundred to 200 near misses leads to one serious accident or fatality. And these are nationwide studies, not obviously limited to -- not only for Broward County.

And so -- because, again, the reason for that is that -- that you need to

have a statistical significance. And (inaudible) one to 200, that means we need to see a lot of near misses and correlated them with -- with the with the accidents.

But if you look at the nationwide studies, it's clearly (inaudible) reducing (inaudible).

MR. MCELROY: So I guess either of you guys, rough time -- like I know you said you couldn't do a timeline, but like what -- what is the timeline for something more conclusive?

And then if the -- if the data proves conclusive, this seems like a no brainer for \$3,000 to tap into our current infrastructure. We can start decreasing crash -- crashes.

DR. LI: (Inaudible.)

MS. CASSINI: You turned your mic off.

DR. LI: Oh, sorry.

MS. CASSINI: (Inaudible.)

DR. LI: Do you want to go ahead?

UNIDENTIFIED SPEAKER: (Inaudible.)

DR. LI: Okay. I think from -- from our perspective is that we -- we need more time to complete. For example, the mobile units, they will take -- we want to take a couple years, if possible, to get a more confirmed conclusion or assessment on how the technology going to help us to reduce crashes.

And -- but keep in mind that there are many moving target at this point.

For example, it take time to deploy (inaudible) solutions. There are short term, but, typically, those low hanging fruit won't introduce significant impact, okay?

So the -- the other, mid-term and long-term, require resource, require time to implement -- implement, and require time to see the effect.

So it's not something that we can get it done quickly.

I couldn't tell you exactly how long we need at this point, but maybe Rasem has a better idea than I do.

MR. AWWAD: Not for that one. Good morning, everyone. Rasem Awwad, Director of Traffic Engineering.

Just to build off of what Dr. Li mentioned, the second phase, which is going to be more on a mobile base, will hit more intersections. Because this was limited to six intersection where we have those fixed devices, which their primary purpose is sensing vehicles. We just kind of tapped into that.

We don't have them elsewhere per se. So the mobile units, as we get more of a larger sample size with more intersections, I think would be very telling.

So the next phase hopefully will expand our statistical significance, if you will.

MR. MCELROY: Okay. Yeah. That's what I'm looking for. Yeah.

Thanks.

CHAIR COOLMAN: I -- I have a question. Based on what appears to be the success of this intersection, can you extrapolate that to other intersections that are just like it so that you know what signs to put up in those?

And the second question is, based on this study, what -- how many more intersections or different types of intersections do you feel you need to look at to do the same thing? Are we at five percent, are we at ten percent?

But, to me, I don't know how many more intersections look like this, but it looks like you solved those.

So where are you in the process of the study so you can satisfactorily say you've done as much as you can?

MR. AWWAD: Well, I think the study concludes in June, so it gives us a little more time and a sample size for continuously assessing the effectiveness of these signs.

I -- what's -- what's going to help us with this near miss overall is the engineering judgment, to your point, to carry it over to other intersection.

Because generally we look at crash history, right? That's kind of the federal standards. But there's always room for engineering judgment.

That's where we either send someone to observe these near misses or this would be more a continuous, much better data that we have at our hands to --

CHAIR COOLMAN: So you actually know what intersections are bad, right, is what you're saying?

MR. AWWAD: Generally speaking --

CHAIR COOLMAN: Based on what's --

MR. AWWAD -- yes.

CHAIR COOLMAN: -- happening.

MR. AWWAD: Yeah.

CHAIR COOLMAN: And those should be the top priority of looking at if they don't match this intersection.

MR. AWWAD: Exactly.

CHAIR COOLMAN: Okay.

MR. AWWAD: Exactly. And to your point, the signs, you know, are as good as their enforcement, ultimately. So there's that aspect, too.

And then, you never want to over-sign, because it loses its value.

So these are the things we juggle around when we assess these things.

CHAIR COOLMAN: (Inaudible) over simplified, I didn't quite hear you, what was the cost of fixing that intersection with signage?

MR. AWWAD: That was carried out by the Florida Department of Transportation, because they own this intersection, but I don't know if we have an estimate on the cost --

DR. LI: Signage alone is -- isn't a big number, but, like I said

(inaudible) --

CHAIR COOLMAN: I mean, how much each, 66 and -- what is it, 10,000, 20,000? I'm just curious.

MS. CASSINI: We'll find out and get back to you.

CHAIR COOLMAN: Because it seems like a reasonably cheap fix for as much data as you said --

MR. AWWAD: Yeah, a sign assembly like you saw is just a couple of hundred dollars --

CHAIR COOLMAN: Okay. Thank you.

MR. AWWAD: -- tops, yeah. Yeah.

CHAIR COOLMAN: Anyone else have any comments? Erdal? No?

MR. MCELROY: Can we ask you guys to come back at the end of the study in June and give us an update? If -- if Mr. Ranka's okay with that, or maybe just the County themselves, whatever it may be, so we know the (inaudible).

DR. RANKA: I will be happy to come down.

MR. MCELROY: Okay. Is that something we need a motion, or how does that work?

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. MCELROY: Okay. I appreciate that.

CHAIR COOLMAN: Okay? Thank you very, very much.

DR. LI: Thank you.

CHAIR COOLMAN: Progress.

DR. RANKA: Thank you.

**IV Major Surtax Funded Projects in the Port Everglades and Fort
Lauderdale-Hollywood International Airport Region - Coordination
Update**

**– FLL Inter-Modal Center (IMC) and Automated People Mover
(APM)**

CHAIR COOLMAN: Major Surtax-Funded Projects in Port Everglades
and Fort Lauderdale-Hollywood International Airport Region.

This is very dear to my heart, and a few other people, probably.

I don't have a -- who is presenting. How many different presenters do
we have on this, Gretchen?

MS. CASSINI: Mr. Gale, Mark Gale is here, the Director --

CHAIR COOLMAN: Oh, Mr. Gale is here.

MS. CASSINI: -- of Broward County Aviation Department, and he's
going to be giving you an update.

CHAIR COOLMAN: Welcome.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. GALE: There we go. We good?

Good morning, Mr. Chairman, members of the board. Nice to see you
all again.

I was asked to come give a quick update on projects that we have

been previously appropriated surtax funds, namely, the Automated People Mover system and the Intermodal Center at the airport.

When I appeared in front of you last year, I had indicated that we had just been given the green light to begin one of the boxes that we needed to check, which was a very lengthy and arduous environmental process, the NEPA process. We've been cleared to move forward with that.

I think Ms. Madden would probably agree that can be long and painful, and, in my briefing to you, I said that we anticipated completing that process in December of 2024. We hit that mark.

We did complete the process with the FAA. Our environmental assessment came back with a record of decision and a finding of no significant -- no significant impact on that.

I know (inaudible) now.

At that same time, I indicated to you all that as we were working through that environmental process, waiting to see what was going to come of that, we were also working on multiple sets of corresponding documents.

So each one of those major projects gets a couple of guiding documents to it.

One document is referred to as a program definition document. Essentially spells out what the program is, its goals and objectives, and how we expect to deliver that.

And the second document typically involves what the solicitation

process is going to look like for the project once we kick it out onto the streets.

The program definition document, or the PDD, for the Automated People Mover system was drafted and completed.

The program definition document for the Intermodal Center is nearing completion.

Over the course of the last, you know, six, eight months, I've had some of my staff actually going to different locations where automated people mover systems have been constructed around the country, getting the lessons learned, some of the horror stories, to try to make sure that when we get ready to build arguably what's going to be a much-needed but expensive program in order to move us into the 21st century, we wanted to take all the knowledge from around the country with a number of experts and pull that into our program.

That's what's going into those documents as we speak, you know, today.

The Automated People Mover system, again, as a reminder, the surtax value on that was 213,750,000. We've begun actually moving those funds around and putting them from surtax into our capital funds and drawing down on those to support these planning activities so that we can get ready to move into implementation.

Mr. Hooper referenced a little earlier when I was listening about

electric bikes and essentially the market share that may be small today but -- but big tomorrow.

You know, one of the things that we're trying to plan for the future is in -- let's say in the Intermodal Center. The Intermodal Center is a 4.6 million square feet eight level facility with 7,000 parking spaces, and is going to be a nexus, a hub of activity that goes on there.

And we always think about ground transportation, but one of the emerging technologies in this country and other countries right now is EVTAL, or electric vertical takeoff and landing, where you essentially have Ubers in the sky. It's rapidly advancing, and it's not going to be too long in the future we're going to see some of those types of electric vehicles flying around in this area.

And we're incorporating that technology, actually, into the Intermodal Center.

So we've taken a step back. We just want to make sure that we get this right as we move forward.

Corresponding to -- to the development of those key documents in moving out, I think I also indicated to you that the funding, the larger share of the funding for these projects, comes from airport revenue bonds that we float, or GARBs, General Airport Revenue Bonds.

And those revenue bonds are typically backed by the revenues at the airport, largely backed by our airlines that operate at the airport.

So we have a -- a long term agreement with our airlines. They have rights that go along with those agreements where they look at our projects and they work with us to figure out how much support they want to give those projects going forward.

We're coming towards the end of that agreement, so we've been in discussions with them about what the next agreement looks like and to get their support for these large scale projects.

I don't have something to report that we're across the goal line today, but we're getting close.

Discussions have been good, they've been fruitful. They cover a wide range of topics.

So I'd be happy to come back in -- in a few months' time and give you another update on where we are on those things.

We are also watching, like the rest of -- of the construction world, impacts from escalation, inflation, seeing projects go up in cost and how we're going to cover those costs. Watching that very carefully.

The impacts of tariffs that are pending, to see where that cost for additional steel or other types of raw materials would come in, all of which would have impacts on projects.

As of right now, we're still targeting the -- the 2030 timeframe for the completion of these projects, to have them online.

The airport remains a very, very, very busy place, notwithstanding

some of the -- the issues that some of our larger carriers have been facing of late. We're hoping that that -- I use their nautical terms like turbulence, that the turbulence smooths out here a little bit as we go forward.

But by many accounts, 2025 is anticipated to be a record breaking year in air travel. Not just in the United States, but globally.

So when we have some of our major partners that are going through a little bit of a rough -- rough patch right now, we anticipate that, with population growth and continued demand for south Florida, the airport's going to continue to grow.

We need to support the projects that are taking place with my good colleague and friend over here, Coree Cuff Lonergan, in rail and surface transit, as well as Peg's here from the port.

You know, as we connect the airport, the seaport, and the Convention Center all together, we need an airport that's going to continue to grow and support the -- the needs of the region at large.

So that's where we're at right now. We're consistent with the timeline, pretty much, that I laid out for you last year.

And you're going to see more from us as 2025 goes forward, with the anticipation that we're going to be hitting the streets with solicitation documents here this year to be able to actually get to work on the design and -- and development.

Happy to answer any questions, Mr. Chairman.

CHAIR COOLMAN: Alan, then Erdal.

MR. HOOPER: So you mentioned -- Mark, thank you, by the way, for the update.

You -- you mentioned the -- that you're going to do bonds and surtax. Is there any federal money that you're going to be looking for?

MR. GALE: So I neglected to mention that one of our strongest partners in all of this is FDOT. Two reasons.

You know, funding that comes from FDOT. They've already put forth approximately 163,000,000 earmarked towards the Automated People Mover system. And we're in ongoing discussions with them for additional funding, not only for the people mover system, but also for the Intermodal Center.

MR. HOOPER: Right.

MR. GALE: We're -- we were able to work with FDOT to secure a special designation for the Intermodal Center, referred to as a SIS, or SIS hub, a Strategic Intermodal System hub facility, which gives it the ability to compete for funding on its own, like other SIS hubs.

As we've now gotten through the environmental process and we're getting ready to move into the formalized, you know, design/development of that, that's what FDOT has been waiting to see.

And we've been talking to not only Secretary Perdue and his team for State of Florida and others on multi-modality aspects of -- of the Intermodal Center so that we can try to line ourselves up for funding there.

We're also in conversations with the FAA. We all know what's happening in Washington as to whether or not, you know, grants are going to be withheld.

MR. HOOPER: Right.

MR. GALE: Thankfully, to date, nothing has been withheld from the airport.

We were fortunate to -- to be the recipient of two major grants recently. A \$50,000,000 grant to help us construct the post-security terminal connectors between T-1 and T-2 and T-2 and T-3.

That project is underway. We've broken ground on that, and will finish that in the next two and a half years. And you'll be able to get completely behind security through any one of our terminals that you come through.

And then we also identified we were going to get an additional \$16,000,000 to help us with the replacement of -- of passenger boarding bridges to connect the terminal to the plane --

MR. HOOPER: Right.

MR. GALE: -- to replace some of those that are going forward.

So we continue to line up additional resources, but, of course, Alan, as I said earlier, the lion's share typically comes from what we believe will be airport revenue bonds going forward.

MR. HOOPER: Thank you.

MR. GALE: Sure.

CHAIR COOLMAN: Erdal --

MS. CASSINI: Mr. Allen has a question, as well.

MR. ALLEN: Hello? You got me?

MR. GALE: I can hear you, Mr. Allen.

MR. ALLEN: Okay. Hi, Mark.

Question I have is with all of these various projects that are within a certain geographical region around the port and the airport, how are you interfacing and -- and -- you know, all of these projects? They seem like to be fingers on a hand now, but at some point in time, you've got to get to the arm to make these things work.

And with the uncertainty going on relative to federal funding and -- and federal budget reductions, potentially, down the road, how is this being coordinated among the various entities?

MR. GALE: Are you -- when you say all these things, the other projects that you're referring to, things like commuter rail and the airport/seaport connector?

MR. ALLEN: Yes.

MR. GALE: So, yeah --

MR. ALLEN: (Inaudible) the commuter rail --

MR. GALE: Right.

MR. ALLEN: -- south, all of these projects that just seem to be independent of each other, we don't get a view -- I don't have a view right

now of how these are going to interface.

Around the country, you know, there's a history of these things falling apart, whether it be the Boston tunnel, the Big Dig, the California high -- high-speed rail project, the Alaska Bridge to Nowhere, where pieces of it get done, but then they sit there because the other projects aren't ready to go.

I mean, how are they going to interface and who -- who are you monitoring that on an ongoing basis?

MR. GALE: So I -- so I think you asked this question previously, and I'll -- I'll stick with my same answer. We, as the CEOs of our respective organizations, whether it's myself, CEO Morris over at Port Everglades, CEO Lonergan with our Transportation/Transit Division, we're fortunate enough to all work under the auspices of one single County Administrator as direct reports to her, and -- and a County Commission.

We have teams of people that are in our planning development sections that are meeting on a regular basis to try to make sure that as we work, in some cases, independently on our projects, we did make a very strong business case to the environmental regulatory agencies that our projects had what is often referred to as independent utility, that we didn't need to have every single one of them looped together in order for it to be successful.

In the end, they do work better if they all are synergistic at the end of the day.

And to make sure that we are going to hit that synergy, we continue to work with Administrator Cepero. Assistant Administrator Kelleher is here.

Coree's here. We all work as part of the same Broward County team.

And I'm confident that we'll be able to make sure that we don't get out of sync (inaudible).

MR. ALLEN: Now, each one of these projects also have program managers that come in from --

MR. GALE: Yes.

MR. ALLEN: -- the outside --

MR. GALE: Yeah.

MR. ALLEN: -- to provide support to the County staff.

But there's nobody -- it seems to be there's no one consultant or program manager that is -- is charged with the responsibility of keeping these things flowing smoothly between the various entities.

MR. GALE: Respectfully, again, I think that all of us being part of the same Broward County team to the same Broward County Administrator, we have the ability to do that.

It's not uncommon, in looking at major airport projects, at least from my perspective -- I'll let my colleagues comment -- it's not uncommon to have entities like airports work together with seaports work together like with rail lines or surface transportation companies, and potentially even the marine division.

CEO Morris and I, much like his predecessor, CEO Daniels, are -- are in contact almost every single day, and we continue to discuss our projects to try to make sure that we're going to deliver them, again, in fine fashion for the citizens of Broward County.

MR. ALLEN: Well, as an example, I guess my concern here is -- is that when we ask for a status update, we continue to -- to break these projects into pieces rather than a project update that talks about the overall program.

For instance, the -- when the funding comes through for surtax money for the roadway, the bypass road, you know, everybody's represented except for the port or the -- where the (inaudible) or the project is occurring at the port, but yet, when we get a status update, we don't get that input of how that's affecting other operations at the port. Just as an example.

And the same thing deals with the light rail, which goes right through the port, but yet I don't know what the status of the -- how that's impacting the development of terminals or parking lots to support the -- the transportation piece of it, cruise terminals, et cetera.

So I guess it just --

MR. GALE: Kevin, Assistant County Administrator, might be sneaking up behind me. Mr. Kelleher would -- will echo, I think, some things.

Kevin.

MR. KELLEHER: Yes. Good morning. Kevin Kelleher, Assistant

County Administrator.

And -- and, Mr. Allen, we've had this conversation before. As Mr. Gale had indicated here that, while these are all different projects that have independent utility, there is a lot of coordination that goes on -- on that part behind the scenes where we have -- we coordinate between all the different agencies.

And you mentioned a couple projects there that you'll probably hear a little bit more a little later today, but those are all done -- whenever we're doing something out at the port, we are coordinating with the port.

And -- and that's one of the benefits, as Mr. Gale also indicated, that having an airport, a seaport, a Convention and Visitors Bureau, a transit agency, and a Public Works agency all under one umbrella, a lot of the -- lot of -- a lot -- actually, I think it's the only one in the country where all four, the big four there, are under one County Administrator.

And that's what's really important, because it allow us to work together. And --

MR. ALLEN: Well, I touted -- I -- I touted that in 20 years of -- of financing those various projects through the County and talking to everybody else that, yeah, that we were fortunate to have that.

I just want to make sure that that continues to be a consolidated reporting mechanism of some sort.

MR. KELLEHER: And -- and I can assure that we are coordinating,

you know, all -- all the time. You know, time doesn't go by on any one of these projects.

And it's -- it's -- it's different match-ups all the time. So right now, when you're talking, you know, about the airport, there's a big connection with the airport and transportation, because of the commuter rail line in there.

So -- and then when we are dealing with the -- the bypass road that has to deal with the Convention Center and also the port property, it has Public Works, the port, CVB.

So we have different mixing and matches, but there's a lot of great, exciting projects going on in the County right now, and they are being coordinated.

You know, but we also have to realize that each one of these are individual projects as well, too. We want to get them through to completion.

So they are -- it all does roll up. And it keeps me awake, because, happy enough, it all comes under my -- you know, working closely with Monica to make sure that these projects do get done.

MR. ALLEN: Well, in my experience, Mark -- I mean Kevin -- is that you're extremely capable and -- and competent, and you've been there for years. In fact, I had the fortunate ability to be involved in your original appointment to the County (inaudible) position.

And -- but I think as these projects continue to go forward and grow and reach, hopefully, construction, that there needs to be increased

coordination going forward.

Just -- it's just a matter of focus, and also strategy as it relates to what -- when a project that we have programmed here falls aside because there's no matching funds or supporting services, how does that affect the other projects? Do they go independent of -- of the people mover or of the Intermodal Center?

MR. KELLEHER: And it -- it depends on the project, but --

MR. ALLEN: Right. (Inaudible.)

MR. KELLEHER: I'm sorry.

MR. ALLEN: No, that's fine.

MR. KELLEHER: Yeah. No, it depends on -- on the projects, but -- but most -- most of the ones -- the ones that you mentioned all have an independent utility, and that's part of what we went through to get funding.

So they can operate on their own.

Ideally, it all works best together in having everything work through (inaudible).

But these -- you know, you could have these projects work independently.

MR. ALLEN: Okay. Thank you.

CHAIR COOLMAN: Raymond?

MR. MCELROY: Mr. Gale --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. MCELROY: -- I have one question when it comes to the design -- oh, sorry.

MR. DONMEZ: While Kevin is at the mic, just to -- you know, to -- to add on to what, you know, Phil has mentioned, I think the County has an exceptional history of managing, you know, public resources, you know, with consistent highest, you know, bond ratings and also managing difficulties, challenges, you know, and big projects, undertakings.

I think the concern is not really how these projects individually or collectively, you know, be managed, you know, throughout the process.

What happens when a sure matching funding, you know, whether a state or federal level, you know, don't materialize? Do we scale down the project, or delay it, or look for other funding sources, you know, like airport and the revenue bonds you mentioned?

So I think this is not just your presentation, this is just many projects this board is -- you know, is dealing with.

We would like to have, you know, more -- more frequent, you know, updates, because what is happening in Washington, D.C., is like seismic changes.

And so instead of waiting maybe every three months or every two months updates, and we would like to have, you know, more frequent updates so we're in the loop, you know, just throughout the process.

MR. KELLEHER: Fair enough. And just so you know, whenever you

do any large project, and particularly with a -- a political climate that we have
(no audio) --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. KELLEHER: So whenever you work on a -- a large project like
this --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. KELLEHER: -- you're going to have somebody who's going to
pull the plug on it.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. KELLEHER: Whether purposefully or accidentally, plug -- you
know, plugs will get pulled, and -- and you pivot. I mean, that's -- that's in
any one of these.

And it's -- you know, whether you look at them as all one big project or
-- or separate discrete projects, you will have to pivot.

And -- and there are -- there is a lot going on in the political climate
now that we are looking at what do we do, the -- the what ifs.

That's not -- you know, knock on wood, that's not where we want to go
with it right now, because we have our financing plans. But if we have to
pivot, we will -- we will get together, coordinate, and come up with the next
strategy.

And some of that may be shifting to another project out of sequence.
Some of it may be delaying it just to make sure we have stuff.

Some of it may be, you know, project, you know, design and -- and maybe scaling it back.

We haven't -- we haven't cross that yet. You know, luckily enough, we're going forward as planned.

I had conversation with, you know, Director Lonergan yesterday. It's -- you know, we have -- you know, we are going forward.

A lot of this stuff's out there. it impacts it, but you still have to keep going forward so at the appropriate time, you're ready to strike when, you know, the -- the funding's ready.

So that -- that's why we are -- we are looking at all that -- those different options.

MR. DONMEZ: Thank you.

MR. MCELROY: I just want to applaud you guys for just leading these large capital projects with the like uncertainty of the federal stuff. It seems -- seems like a big stressor.

This is just probably a little late, or maybe too early or too late, I don't know. But for the Intermodal Center, I didn't see some in early diagrams if there was bicycle access. And I would like there to be bicycle access, because we're investing a lot in the Broward commuter rail line south, and it would seem amiss for the people who live in Dania Beach, the nearest station to them would be, as the crow flies, the Intermodal Center, but they would have to take the Hollywood station, because they wouldn't be able to

access it without a car.

So for all the people on the bikes and e-scooters, so like when you guys do your design, if you can possibility think about incorporating a -- some -- a large amount of bicycle parking and wayfinding for other alternative modes into the station.

MR. GALE: Sure. Thanks for the comment, Ray.

It truly is going to be a multi-modal facility. You know, we have other forms of ground transportation that we believe are going to be operating out of the Intermodal Center.

We are immensely busy with things such as ride share today at the airport, along with taxicabs and shuttle buses and carriers and things along those lines.

But when we talk about the connection to the seaport and the Convention Center, we talk about the connection to either commuter and/or, you know, inner city rail, it is truly going to be a multi-modal.

And then, as I mentioned earlier, the EVTAL advanced air mobility aspects as well going forward, so.

MR. MCELROY: So -- so there will be some bicycle stuff in --

MR. GALE: We're going to -- I will take that comment back. We're -- we're not in design -- design development just yet --

MR. MCELROY: Okay.

MR. GALE: -- but we've been working long and hard with our friends

from FDOT.

Not everybody understands or knows that the land that the Intermodal Center is going to be constructed on, that loop that you come in when you come into the airport, is state property.

So we are working on the business arrangement with them to actually lease that land from the state to construct that.

And part of the -- the issue is how do we provide access off of US-1 North and South, in addition to other forms that might come in from the back side along 7th or -- or 10th, you know, going forward.

But when you think about roadway congestion at the airport, one of the beauty -- beautiful things about the Intermodal Center is with 7,000 parking spaces with automated connectivity to the terminals, to the rental car facility, and whatnot, we'll be able to capture a lot of the traffic that's coming into the airport before it actually even gets onto the airport roadway system.

So when you come down a roadway system that was built for 1980's traffic and is trying to handle 2025 traffic, and you see congestion and delay, the future of the airport, if we go from the 35,000,000 to the 52,000,000 that we're expected to realize by the year 2035, we want to try to capture some of that before it even comes into the airport proper itself and have it go directly into the Intermodal Center.

MR. MCELROY: Okay. Thank you, Mr. Gale.

MR. GALE: Great. Thanks, Ray. Appreciate it.

CHAIR COOLMAN: So looks like we're going to have a chance to do it right, since it isn't built yet, so far as bicycle is concerned.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Josette's still here, so I know you're going to be seeing her a lot.

MR. GALE: Yeah.

CHAIR COOLMAN: A couple comments.

One, did I hear you correctly that by 2030 the Intermodal Center and all this will be reality?

MR. GALE: 2030 is the timeframe for the -- so the -- let me -- let me back up.

The environmental finding was for what we refer to as the FLL landside projects. And -- and while the surtax really addresses the Intermodal Center and the Automated People Mover system, there are a whole host of other projects that are included in that landside development.

We have the demolition and the reconstruction of the Palm Garage and the creation of a commercial center to be able to take advantage of our high volume cruise traffic, primarily, that gets off of Peg's and Glenn's and Joe's cruise ships at 6:00 o'clock in the morning, come over to the airport, and don't have flights until 4:00 o'clock in the afternoon, so they're just sitting around. We're going to provide them opportunities to -- to be entertained, to be fed, to -- to -- to have a better guest experience when they come through

our facility.

It involves major redevelopment of our airport roadway system. As I mentioned to Ray, the -- the roadway's at three lanes coming through the airport for the amount of vehicles that we're handling, you know, 40, 50, 60, 80,000 cars a day, it's just insufficient to handle that.

So those other projects are also included in this environmental finding so that it's all captured.

But we're trying to stay on target for delivery of the Automated People Mover and the Intermodal Center by the year 2030.

The inter -- the Automated People Mover system is being done in two phases. A day one operation; we anticipate it'll operate in what we refer to as a pinched loop configuration. If you can think about a big, long, U shape that just runs back and forth like this. It won't be completely circuitous until later.

And the reason it won't be is because the Palm Garage sits in the way of making the full loop. And we don't want to take the Palm Garage completely down until we have replacement parking in the Intermodal Center ready to go.

So as soon as the Intermodal Center is ready to go, we'll operate the people mover system in a pinched loop capacity for probably about a year until we knock down the Palm Garage and then finish the loop off.

I can't forgo the vertical asset that exists in that land right there, so we come back up with a new Palm Garage after we put a new roadway system

in. A new Palm Garage with even additional parking and the other things that I talked about, the commercial center and what not.

CHAIR COOLMAN: What you're saying, as long as we don't fall into the trap that the port dredging is, we should be online --

MR. GALE: (Inaudible).

CHAIR COOLMAN: -- 2030.

MR. GALE: Absolutely, yes. We're going to have a really aggressive schedule. And to -- to Erdal's question, and Kevin's, you know, we're -- our plan of finance typically, because we operate as an Enterprise Fund and because a lot of the airport revenue bonds fall back through the way that we run our rates and charges, and that debt service ends up running through our model and picked up by the airlines, we're looking to -- to the best case scenario, take, you know, a -- a view that we're not necessarily going to say I wish I had all this federal funding, and say -- start a project thinking you're going to get 25 percent federal funding and you only get ten percent federal funding.

And to your point, we'll take a -- probably a more -- not a pessimistic, but a guarded view that, if we have to cover it with bonds, and we do, and if we do happen to get the federal funding, it lessens our demand on bonds going forward.

CHAIR COOLMAN: I'm not finished, but Alan wants to say something.

MR. HOOPER: I said -- I said, no. I'm okay.

CHAIR COOLMAN: Okay? You're done?

MR. HOOPER: Yeah.

CHAIR COOLMAN: I'm a little more --

MR. GALE: Alan's going to be the first one on the advanced air mobility to take the air taxi.

CHAIR COOLMAN: -- I'm a little more optimistic about this whole process of -- of coming together because of one County manager projects success, as Mr. Kelleher has pointed out.

The other reason I'm optimistic is we have a lot of funding source. The surtax is only part of it. In fact, I don't know if anyone knows the percentage, but a fairly small part of it. That's the good or bad news.

And we're leveraging our money quite well.

Do you know what percentage, Gretchen, the surtax is of this multi-billion dollar (inaudible) --

MS. CASSINI: You have -- in your binders, actually, everyone has the leverage report. And it -- there -- there are two documents. One is a multi-colored document that reflects all of the major projects that are surtax funded in the vicinity of the port and the airport.

The other is the leverage report, which we give you every time you meet.

And while I don't think I would be comfortable speaking to the percentage, because we don't know what the total cost of the project is going

to be or whether or not any additional surtax funding will be requested for it, but it is significantly leveraged.

The assumption is that the surtax will be a -- a smaller portion of the cost associated with those two projects.

CHAIR COOLMAN: Okay.

UNIDENTIFIED SPEAKER: Thanks, Gretchen. Perfect.

CHAIR COOLMAN: Any -- anyone else?

Thank you very much, Mr. Gale.

MR. GALE: Thank you, ladies and gentlemen. Appreciate you. Take care.

(Applause.)

- **Light Rail Transit (LRT) for Airport/Seaport/Convention
Center Corridor, Commuter Rail South**

CHAIR COOLMAN: Light rail.

MS. LONERGAN: Yeah, maybe. Thank you, Gretchen.

CHAIR COOLMAN: Hello, Coree.

MS. LONERGAN: Hello. Good afternoon, everybody, Chairman Coolman and fellow board members. Good to see you all again.

First, I'd just like to share some good news with you.

So the first thing is that, you know, we are so grateful for all that you do for the community in your -- in your respective roles, and, more importantly, what you're doing to support us as we move forward with a lot of

major investments to improve mobility in Broward County.

So one of the things that just happened, actually this week, is that we received first place award for -- from the -- the American Public Transportation Association for one of our campaigns to educate the community on Earth Day about our bus system.

And so the reason I'm sharing this with this board is because you're so generous with us to allow us to have the marketing dollars. And I know that that is something that has been near and dear to all of you, to make sure that we're out there promoting what we're doing.

And to have this national recognition is just so incredibly important to us.

And it's the first time in our history that we've ever had it. So we're -- we're super proud of that.

And we've got a great team of people that worked on it, and we're grateful to them for that, as well as yourselves.

CHAIR COOLMAN: Congratulations.

MS. LONERGAN: So the second other good news is that every year we have what's called a Safety Rodeo. And this rodeo, it's spelled R-o-a-d-e-o, it is to recognize the very professional driving skills that a lot of our bus operate -- not a lot, all of our bus operators exhibit on a daily basis.

So there's a competition where several of them come together. There's an obstacle course. They have to go around this obstacle course.

And there are certain things that they have to do during their -- this -- this process.

So we had our event recently, and then we went to the state championship. And one of our operators, who's a five year employee with us, his name is Cedric Davis, he won Rookie of the Year at the state competition in Gainesville.

So we're super excited about that as well.

UNIDENTIFIED SPEAKER: (Inaudible) for him.

(Applause.)

CHAIR COOLMAN: Did -- did he get a raise?

MS. LONERGAN: Does he get a raise? Not yet. Don't -- don't give him any ideas. No, just kidding.

But -- so now we're going to talk about the -- the light rail project, which is why I'm here.

And then you've kind of already heard about the coordination that we've all been working on.

So I'm just going to do a deeper dive into this project.

I will tell you that we are in the middle of a procurement right now on this, so some of what I'm able to share, I -- I'm under a cone of silence, so I have some limitations. But I'm going to give you as much information as publicly available at this time.

So I just want to remind you of the strategy for PREMO. So the light

rail project is a very integral important part of our PREMO program.

We are always wanting to make sure that we provide safe, convenient, and reliable service to our community.

And the strategy here is still in play for PREMO.

There are five goals for PREMO. I always like to remind people of what they are, because it's really important to understand where we started and to make sure that we're consistently applying these fundamentals to all of our projects.

As you may recall, it's mobility for all, it's implementing equitable transportation solutions, improving the safety and security of our environment, making sure that we provide opportunities for economic development, and then, lastly, that we integrate and serve our communities.

Again, back to PREMO, just another reminder here is at the end of the day, what we're looking to gain. We're going to have 200 miles of new transit service, new premium transportation service.

We're expecting a ridership of roughly two -- 23,000,000 on that service.

We're looking forward to a hundred percent electric bus fleet. That was part of our original strategy.

I will tell you, as I spoke about at the last meeting that we had, we've had some challenges in that area. That plan is as an aspiration at this point, and we're looking at ways to get there as soon as we can.

Looking at new intelligent transportation systems so that we have some prioritization out there for rapid transit.

And then, lastly, the -- the fundamental goal here is that we're not an eyesore to the community. Who wants to sit next to or build something next to something that's grotesque and ugly and -- and big and, you know, unpleasant?

And so we really want to make sure, as we move forward with all of our projects, that we're recognizing the aesthetic character of the community in which we are in and then incorporate that into all of our designs.

Okay. Well, light rail. First part of it. The first leg of this project connects our major economic centers, airport, seaport, Convention Center.

And just another reminder, you know, we are part of the American Public Transportation Association. That's who gave us that first place award.

But they also do a lot of great research on projects of this nature.

And through that research, they're able to figure out what additional benefits of those projects are when you make these types of investments.

And so what they have done is they've found that when we invest a billion dollars on projects of this nature, you get roughly, over a 20-year period, about 49,000 or so jobs associated with it.

So that -- that's a -- a -- stat that's pretty impressive.

There are not only, you know, new construction jobs, but, you know, there's design, there's ideation, there's operation, there's maintenance. So

these jobs are in place over the full live cycle of the asset.

These programs definitely are a catalyst for economic development.

They're a foundation for transportation-oriented development.

And, in our case, what we'd like to leverage that for as -- as much as we can, is providing affordable housing, which is one of the pillars of our County Commissioners.

And, as we all know in this room, that it's a tremendous opportunity for the community-based and small businesses here in Broward County.

Just a reminder of the phases of delivery. I know some of my colleagues here on the -- on the board are also engineers, so this is very familiar to you.

But I -- I'm bringing this up because (no audio), which is the light rail project, we are in the planning slash NEPA development -- project development and NEPA stage.

So this is where we're next step for us in that process.

So (no audio) and so what we're here to talk about today is the pink project on the right of the screen next to the green and the yellow there.

(No audio) that are at the left that will connect all of these things together once we get it built.

So getting into the airport/seaport/Convention Center, as I mentioned earlier, it's going to be roughly 3.5 miles. It will be an elevated fixed guideway.

It is -- we are looking for -- and as part of this next phase of the project, for a place to house and maintain our vehicles.

The delivery method, because we are -- as you know, we run buses. I think we do okay with running buses. I actually think we do pretty well with running our buses.

However, what we don't run are rail systems. And so rather than try to ramp up and do that, there are experts and organizations out there that do have these resources for us.

So this project is slated to be a design/build/operate and maintain. So we would have a third-party provider do the service for us.

We are looking at a completion date initially of 2028. Clearly, that is not where we are right now. And we are working to adjust the date for delivery.

The cost of the project, we anticipate being roughly around 1.2 billion, and that does not include the maintenance facility.

MR. HOOPER: Is that just for the hard pink, not the dashed pink?

MS. LONERGAN: That's just the hard pink, and only the 3.5 miles that we're here talking about --

MR. HOOPER: Okay.

MS. LONERGAN: -- today.

MR. HOOPER: Thank you.

MS. LONERGAN: Sure.

Okay. So where are we with this project. So the current status is that we put a solicitation out for a consulting firm to help us with our project development environmental work.

And during that process, we'll -- we'll get a lot of great information and some very concrete methods and -- and things to move forward.

Our proposals were due back in -- in August of 20 -- of 2024.

We had our evaluation committee meeting in October.

We started negotiations in February.

Our target date for actually having this in front of the Commission was March/April for a decision -- I mean February/March.

It's looking like we're going to be going to the Board roughly about a month or so late, in April.

And our goal is to have the project go live with the project development environmental stage in April of 2025.

I'm just going to take a pause here to remind you of the Broward Commuter Rail Sout project.

So you -- we've talked about that quite a bit, but that project is also just beyond that -- that phase of this process.

So we have our NEPA clearance with Broward Commuter Rail South. This will help us get to that NEPA clearance for this project.

And so the -- we're going to follow the National Environmental Policy Act, because we are extremely hopeful that we will get a considerable

contribution from the federal government on this contract.

All of the PREMO projects have a financial model that assumes that 25 percent are locally funded, 25 percent from the state, and then another 50 percent from the federal government.

And then, as part of this contract, what will happen is we will perform our alternative analysis, we'll finalize our locally preferred alternative, which the Board will vote on. We will get our NEPA compliance completed, do our travel demand forecasting, get our preliminary engineering done, get good cost estimates. I mean, the number that I talk to you about here is a planning estimate.

These numbers will become more refined as we go through the various iterations of design.

And then we are going to start our grant application process, which we will be going through a New Starts, because it's more than \$300,000,000.

And that'll be discretionary funds from the Federal Transit Administration.

I will tell you that just this week, for the first -- for the -- for Tuesday, Wednesday, Thursday, Jie Bian, who is the project manager on commuter rail and also has this project under her belt, was in a meeting with the Federal Transit Administration doing our risk assessment for the Commuter Rail South Project.

And that is a major phase in the progression of the project and getting

you closer approval for funding. And we wrapped it up yesterday.

And we were told that, you know, we were -- a lot of our information was in order and that we're looking pretty good.

Of course, that's what they say. We have to wait for the final report.

But we're very encouraged by that feedback and -- and hopeful, of course, that we end up very successful with our -- with our application.

Yay, Jie.

Okay. And then, for the -- for the NEPA Class of Action on this project, given the scope of it, we are looking at either an environmental assessment or a environmental impact statement, which is the biggest one, and takes quite a bit of time to complete.

It is, fortunately, all on County-owned property, but that doesn't matter. Because we're using federal funds, we still have to follow this -- this process.

Okay. Now, some more details of the scope of -- of services here.

We're including our guideway. It -- it contemplates that we'll have three stations. There's been some talk about perhaps a fourth station. We're not sure that that's real from -- given the spacing that we have and if that makes sense in that tight space. So -- but it has been a proposal that's been floating around out there.

This process will make sure that we either consider it and it's in, or it's not.

And then it also includes the identification of the type of rolling stock.

We're not -- we're talking about light rail. It's not a bus, obviously, so it's a different type of vehicles that we would be providing.

Identifying the location and the needs for our maintenance facility, and then, depending on -- if any, which we, at this point, don't believe there will be much, any -- the only place where we -- we will likely have to do any right of way acquisition is to support the maintenance facility.

Okay. So that is it for me. I appreciate your time, and thank you for all you do for us.

And I'm happy to open this up for questions.

CHAIR COOLMAN: Questions? I have a --

MR. HOOPER: (Inaudible.)

CHAIR COOLMAN: No, you go.

MR. HOOPER: The -- the maintenance facility, it has to be located along the first leg?

MS. LONERGAN: It should be close to the first leg, yes.

MR. HOOPER: So you're going to kind of go off the track --

MS. LONERGAN: We have to.

MR. HOOPER: -- go into like a warehouse --

MS. LONERGAN: Uh-huh.

MR. HOOPER: -- that they go into and -- so you have to find a piece of dirt, basically.

MS. LONERGAN: And we've looked at a couple properties that are

kind of in that vicinity that could be a fit. This process will help us identify whether or not they're a fit.

I mean, we're just doing a aerial look at -- at property where they'll go in and do a deeper dive and see if it -- it'll work.

What we do need, Mr. Hooper, is -- Hopper -- is to have --

MR. HOOPER: You got it right the first time.

MS. LONERGAN: I'm sorry. I'm sorry.

We do need space for a facility to do our maintenance in and to our inspections.

MR. HOOPER: Right.

MS. LONERGAN: And then we need storage yard --

MR. HOOPER: Yeah.

MS. LONERGAN: -- tracks for --

MR. HOOPER: Sure.

MS. LONERGAN: -- the storage of the -- of the rails and cars.

MR. HOOPER: Thank you.

CHAIR COOLMAN: Raymond?

MR. MCELROY: Hey, Coree.

MS. LONERGAN: Hi.

MR. MCELROY: I have quite a few questions. Hopefully it's all right.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. MCELROY: Okay. Number one, do we know -- as of now, it

would be an elevated guide track, but the photos are of a streetcar, or like a -

-

MS. LONERGAN: Yeah, because --

MR. MCELROY: -- at-grade running?

MS. LONERGAN: -- yeah. So very good. You caught that.

So, yes, it will be on the elevated guideway for this portion of it.

The -- if you remember the PREMO map that I showed earlier, it goes into downtown Fort Lauderdale, then it goes west out to -- eventually out to Sawgrass Mills Mall.

When it gets into the -- into those areas, it's likely going to be at grade versus elevated.

MR. MCELROY: When are we going to be deciding that? Because from whatever limited research I've done, it seems like keeping everything elevated, although it's a harder design choice and comes with various drawbacks, it just proves to be a more successful system.

I used to live in Dallas, and the Dallas DART, which is the train tracks, when it hits downtown, all the tracks go to street level. Otherwise, they're elevated.

The DART's biggest problem, in 2025, their ridership is not that great, but the biggest thing is that they can't increase the frequency, ever, without possibly they're talking about building a subway or something. But then DART doesn't have the money. Because it creates a huge bottleneck in the

downtown area.

MS. LONERGAN: Yeah. No, the -- this is a -- it's a very valid point that you're making.

So anytime in any transit project, if you can separate your activity from the rest of the world, it runs more efficiently. It's just if it's -- whether it's elevated, whether it's a tunnel, whatever it is, if it's separate from other traffic, pedestrians, everything else, it runs better.

Now, here's our reality. Those cost, right? So you've got -- and so if we're going after federal funds in particular, we have what's called a cost effectiveness that we need to stay within to get that funding.

And so sometimes -- and -- and that's why there is an alternative analysis for us to do some evaluation and to see what those -- what the cost effectiveness ratio will be.

Would it be -- if it were up to me, Coree, the transit profession for like 2,000,000 years, I would say run an elevated structure all the way down.

But that is probably not practical, and it's very expensive.

MR. MCELROY: More expensive than putting it on the ground?

MS. LONERGAN: Oh, yeah.

MR. MCELROY: So -- but this is where the problem with on the ground exists, to me, is it's just -- it's just redundant, because you can just run a bus on the ground.

And so I lived in Dallas, and they had a streetcar that DART also ran,

on McKinney Street, on the ground. And the guy had a tow truck basically follow him around 24/7 because everybody would park or stop on the guy way, or there would be an accident.

And the only way the on the ground service ever moved is once a car was towed.

So even though it might be more cost benefit in the -- in some perspective, it actually, in hindsight, is a horrible investment, because you're just paying a lot for a really slow bus that's in traffic.

MS. LONERGAN: Well, there is -- there is definitely some arguments against and for, whether you go in -- in the rail direction or you go in the bus rapid transit direction. So there -- there's that.

Now, the rail, I think probably your research shows, you can carry more people. And so sometimes the investment in rail makes sense just because the throughput is more.

Whether the throughput is as efficient as or not, is another story.

Then when you look at the -- the fuel cost and the ability to move it, it -
- it's a little cheaper on the -- on the light rail side.

So throughput, you're just looking at ridership only.

Now, where you're -- you're -- you're absolutely right with your assessment and your analysis is that I don't know what DART did, right? But streetcars do exist in other cities around the country, and there are ways to keep the traffic out of it, right?

So there are -- just like with the bike lanes, you can put up barriers to keep the cars out of there. You can make it a significant fine to be parked there. And you can also have law enforcement enforce that -- that fine and -- and make sure those vehicles aren't there.

It's a learned behavior in some cases. You have to teach people, you cannot drive in this lane, you cannot operate a vehicle in this lane, just like you cannot go through -- supposedly; you're not supposed to go around a -- a -- a gate at rail tracks --

MR. MCELROY: Uh-huh.

MS. LONERGAN: -- right? You know not to do that. We all know not to do it. People do it.

MR. MCELROY: (Inaudible.)

MS. LONERGAN: But you -- you know, that's a very dangerous thing to do.

So that's the kind of stuff that we're talking about. So there has to be, on top of all of this, some level of an educational campaign and policy to keep those lanes clear.

MR. MCELROY: Yeah. So in that sense, because we just can't figure out how to not have people crash into Brightline, I think it has to be elevated.

Because when it's going up Andrews or 3rd Ave, and it's taking a left to go onto Broward Boulevard eventually, I mean, that's just setting a -- like a streetcar up for a T-bone.

And it's just -- I just can't imagine people that already wait for the bridges and are frustrated with commuter rails having the patience to wait for a running streetcar.

I think politically it'll be -- actually have a more political weight if we put it on the ground instead of elevate it, because you might have to cannibalize some car space. And I'm a big proponent of removing car space, but in this case, I remember reading through the PREMO notes, the County Commissioners did note that they wouldn't like to see any effect on the current car infrastructure and -- and the lanes.

So I think we just have to look down to Miami and see what they did with the Metro Rail and see the success that it's had. It's carrying, you know -- you know, 60,000 riders a day. The -- the county is printing money now with the rapid transit zones around it. The ridership is swelling every day.

And then another recently completed project is our -- our neighbors to the north in Canada, the REM Montreal built 42 miles of light rail, all elevated, and they did it with precast concrete. So just printing.

I mean --

MS. LONERGAN: Yeah.

MR. MCELROY: -- these are techniques you probably know, but I --

MS. LONERGAN: I -- I -- you're -- you're preaching to the choir on this one.

MR. MCELROY: -- I -- I think --

MS. LONERGAN: You really are.

MR. MCELROY: -- I think it's going to be -- this fork in the road of -- of on the ground or high is going to be very important to what this project actually becomes.

MS. LONERGAN: Yeah, you're right.

MR. MCELROY: And I want to make sure the surtax, we're aware of all the options and the money being released is super --

MS. LONERGAN: Yeah.

MR. MCELROY: -- super important.

MS. LONERGAN: Yeah. No, you're right. And I -- and I will say this one little piece of the -- the -- the engineer in me is -- is -- is very much tracking with what you're saying. The business person in me is saying, okay, we're trying to build out 200 miles of premium service throughout the County. There are -- there's a finite amount of money for that.

And just for the elevated, for 3.4 -- 5 miles for the light rail project between the airport, seaport, and Convention Center, we already know is north of a billion.

So if we start going further west, west, west, you know. But I'm just saying that we just have to figure out how to fund it.

So if that is a policy decision that makes sense for us and it's something that we should do, we just need to figure out how to fund it.

Does that make sense?

MR. MCELROY: Yeah, that makes sense.

Two other things. Sorry. I don't want to take too much time --

MS. LONERGAN: It's okay.

MR. MCELROY: -- but I know this is a very important subject, because there's going to be so much money involved with this.

The design/build/operate/maintain, that's not what Miami does, correct?

MS. LONERGAN: No. Miami, I don't believe they do. I think that they have their -- their staff, they -- they staffed up and did it.

MR. MCELROY: Operate it?

MS. LONERGAN: Yeah. I don't know and when that was built if that was a -- a -- a -- the '80s? Yeah, that was not an -- sorry. Alternative delivery models weren't as prevalent in those days as they are now.

MR. MCELROY: I see the benefit of it. I can -- I can see it gets you rolling pretty quick. And it probably obviously comes with a price tag, because if there's a private operator, they're going to take a margin.

I think -- and I'm not trying to give you business advice, but I think it would make sense that your own staff gets bolstered and you continually hire people in these fields, and Broward County kind of does like the China model where you hire someone to originally bring their IP in, but eventually Broward County can learn the IP and we can start building our own systems, and then make sure this contract is of a limited scope that, when we do reach

Sawgrass Mills Mall, which I -- I think we will reach, it's being done all in-house so we can continually get maximum bang for our buck.

So I guess when that contract comes up, I guess that's going to be a super important contract with --

MS. LONERGAN: Yeah.

MR. MCELROY: -- the length of terms.

MS. LONERGAN: And so there are models, there are integrated models, so there's -- there's times where you can have a -- you know, there's -- there's the spectrum of what a design/build/operate and maintain contract can look like.

On one hand, you say a hundred percent, you do everything.

Then there's gradations of, well, the -- the owner will do X but the provider will do Y.

And then there's oh, we'll teach you how to do this, and at some point in time, the intent is to turn it over to the owner to operate.

So there's that full spectrum, and we'll look at all of it.

MR. MCELROY: Okay. Another question, and this one's kind of hard, and it's kind of the reality, though. Do we really think federal fundings, we're going to get it for Phase 1? I hate to be the bearer of bad news, but with the ridership and the current climate of the federal governments, so as long as we're building alternative pathways so we can stay relatively on schedule.

And I'll -- I'll knock on wood, but --

MS. LONERGAN: Well, no, you're not the only one asking this question. Like I think it's top of mind for everybody, right?

MR. MCELROY: Yeah.

MS. LONERGAN: Like what -- what is happening in -- in the federal government right now?

What I can tell you is what our regulators told us, is until we hear something concrete, please continue to operate as we are.

And so, you know, we had our risk assessment the -- three days this week. They came in from D.C., they were here, they participated. They're very professional, doing their jobs like they normally would do.

So all I can say is at this point, we're proceeding until we hear otherwise that these programs are still a go.

MR. MCELROY: Okay.

MS. LONERGAN: And then when -- if we hear something different, we'll adjust.

I will tell you also that we are looking at alternatives, just in case. So, you know, Kevin mentioned and -- and the what ifs. We are looking at some of that stuff to see what we would do in the event that, you know, those funds are not available.

But we are still continuing the momentum. We're not going to stop. We're going to keep it going.

And, at a minimum, you know, if we have shovel ready projects and,

you know, funds open up and they become available, we're ready to go.

MR. MCELROY: Okay.

CHAIR COOLMAN: Coree, Mr. Phil Allen is calling in, correct?

MS. CASSINI: (Inaudible.)

MR. ALLEN: Can I go ahead now?

MR. MCELROY: Can I -- or --

MR. ALLEN: Can you hear me?

MR. MCELROY: -- circle back?

MS. LONERGAN: Yes, sir. I can.

MR. ALLEN: (Inaudible.)

MS. LONERGAN: I can't see you, but I can hear you.

MR. ALLEN: Okay. Well, I'm out here in -- in the cloud someplace.

Did the solicitation for your outside consultant, did that -- was that fixed requirement that it be an elevated rail and whether the alternative to an elevated busway, was that considered or not?

MS. LONERGAN: I'm going to have Jie come up and help me with that, but -- come on, Jie.

MS. BIAN: For the -- for the first 3.5 miles, the airport/seaport/Convention Center project, we are advertising as an elevated slash at-grade. I think certain section, when it's on County-owned right of way, it could potentially be at grade. And then, when you're going over structures, it has to be elevated.

So it's advertised as both.

MR. ALLEN: But then to consider busway instead of rail?

MS. BIAN: We are going to go through alternative analysis before we can come up with a recommended alternative.

So that is a NEPA requirement.

MR. ALLEN: Okay. And the other question is if you -- one connection of that is 17th Street, which is there. They're doing some interchange and stuff like that.

But the other end of that project is the Intermodal Center.

So it would seem to me that this doesn't make sense from a standpoint of if there's -- if the Intermodal Center is not ready to -- prepared to handle that end of the project, you know, don't they have to go together?

MS. LONERGAN: So -- so the plan is -- and very similar. It's a very good question.

What we've been doing with our projects -- and I don't know if Mark's still -- Mark's not in the room -- is -- and this is done in -- in a lot of projects, where you have a carve out for the eventual development of something else that connects to it so that you don't put something in the way that would preclude you from being able to integrate all of these items together.

And so that's what we're doing here. We're building out and designing out as if they were all integrated and, however, they can still do -- be standalone projects.

MR. ALLEN: Well, I guess I would go back to the California high speed rail project where, ten years ago, they put in the overpasses around the facility, but the reality is the -- the rail part of it never got completed because of no funding and no alternative source of funding.

MS. LONERGAN: Well, the --

MR. ALLEN: Go ahead.

MS. LONERGAN: -- the California -- I will say this about the California high -- high speed line, that that project is a very interesting one on so many levels.

California made some very interesting choices that probably others in other parts of the country would not have made.

They decided to build from the inner and go outward. Most times, you build from one terminus point and go in. They chose a different model.

They never were fully funded to start with, and they -- and their finance plan, as far as I know, was never -- well, I don't want to say that. Let me not -- let me pull back on that.

But there -- there's a lot of different decisions that were made there that we're not making here. I -- I'll say it that way.

MR. ALLEN: But yet you're not recognizing the -- the absolute requirement that the Intermodal Center be open and running in order to support that end of the project.

MS. LONERGAN: I can't --

MR. ALLEN: Is that right?

MS. LONERGAN: -- we can -- we -- we can do both. We can -- we can get people to the light rail project.

MR. ALLEN: From the airport.

MS. LONERGAN: From the airport, yes, sir.

MR. ALLEN: Oh, okay.

MS. LONERGAN: From the terminals.

MR. ALLEN: Okay. But that's going to be different technology as it relates to the -- the people mover within the airport.

MS. LONERGAN: The -- the people mover will be within the bounds of the airport. The light rail project will connect the airport, seaport, Convention Center, and then go west, north and west.

MR. ALLEN: Okay. I'm trying to picture that right now. Okay. Fine. Thank you.

MS. LONERGAN: You're welcome, sir.

CHAIR COOLMAN: Raymond, you wanted -- Raymond, you wanted to finish something?

MR. MCELROY: Yeah, I have a few more things.

Would it be within the scope to ask you about the BRT status on Oakland Park Boulevard?

MS. LONERGAN: Yeah.

MR. MCELROY: Because this is LRT related. Is that okay?

MS. LONERGAN: Sure. We would --

MR. MCELROY: Okay.

MS. LONERGAN: -- it's okay.

Come up, Jie.

MR. MCELROY: I just -- I just wanted to know the status of it, see what's going on.

The Better Streets Broward group, we went to almost every city meeting, and we endorsed our support for allowing them to support the project. So just so you know on the grassroots advocacy side, quite a few people went to quite a few meetings.

MS. LONERGAN: I know. And we do -- we definitely appreciate seeing you there and having that support. It's definitely made a difference in -- in the project.

But I'm going to let Jie explain to you where we are, because there are some nuances she needs to talk through.

MS. BIAN: Thank you.

So for the Oakland Park Boulevard BRT project, we did run into some state level policy changes which resulted in some delay in -- in the delivery of the project.

So the state came up with the lane repurposing requirements last year. And as we stand today, they're still coming out with new updates regarding this lane repurposing policy change.

And in order to still move forward as fast as we can, we're coming up with a phased approach for this project.

And for the portion that does have to meet this lane repurposing requirement, we -- we're going to make it a Phase 2, which is the east -- which is east of Turnpike.

And then for the portion that is not affected by the lane repurposing requirement, we're going to make it Phase 1, and we're going to proceed as fast as we can with the environmental documents that's required as part of the state's requirements.

And then hopefully this can be -- can be delivered as close as what we originally committed. Yeah.

MR. MCELROY: And, yeah, I guess talking to the state is beyond our scope as a County board. I'm just thinking maybe like how could we get FDOT to be more clear with the lane repurposing, but that's probably not within our scope.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. KLITSBERG: So this all arises out of a law that was passed last year, House Bill 1301 --

UNIDENTIFIED SPEAKER: Uh-huh.

MR. KLITSBERG: -- which added a series of additional steps before any local government can engage in certain lane repurposing for public transit purposes, or for multi-modal purposes.

Again, FDOT is in the midst of -- and I think that they just last -- within the last week or two, came out with another series of guidance documents regarding the implementation of this.

They were in the same boat as every local government, because there's -- FDOT is subject to many of the same requirements as the local governments are with regards to their own projects on state roads as well.

So there's really no way for anybody to ask FDOT to, you know, kind of nail them down to what are those requirements going to be until their done with their -- with their regulation process --

MR. MCELROY: Okay.

MR. KLITSBERG: -- in -- in regards to this.

But I know that there's ongoing communications, both at the staff level as well as at the legal level between the various offices.

You know, we speak with FDOT Region 4 on a regular basis regarding this.

MR. MCELROY: Okay.

MR. KLITSBERG: I have call in right now relating to this particular issue, not with the Oakland Park BRT, but some more generalized items in their most recent guidance document. So --

MR. MCELROY: Okay. That's good to know.

MR. KLITSBERG: -- everybody's talking with everybody. And FDOT is in the same boat as we are. We'd all love to be -- have exact guidance as

to what needs to be done for how these -- how these different projects can proceed forward.

There's additional traffic analyses, there are potential super majority votes by local government boards, things of that nature that now have to be part of the process that didn't before.

MR. MCELROY: Okay. All right. I appreciate that on the BRT.

And the last portion is the COA. Can you add some transparency to that? I'm kind of confused about the COA and the scope of work that it's regarding.

I know it seems like there's quite a bit of things that the COA can unlock. The comprehensive -- Comprehensive Operational Analysis, I just don't know much about it.

I don't know if it was a surtax funded thing. If it was, I would like to know more about it, know when it's going to hit the public domain for public comment in there, because I would like to make sure that, while we have all this money, that our bus riders who are riding the bus every day are seeing continuous improvement every single day, and that we, as a surtax board, are delivering value to those bus riders and those transit riders.

And whether that be mobile for -- mobile -- electronic payment or enhancing other things, but, yeah, if you can speak on the COA a little bit.

MS. LONERGAN: Sure. And just -- just for awareness, a lot of our -- the -- the -- some of the people that use our system are -- are cash riders.

Revenue for us --

MR. MCELROY: Of course, yeah.

MS. LONERGAN: -- it's a big deal. But -- but mobile payment and electronic payment is -- is part of a separate project than the COA.

The -- the Comprehensive Operational Analysis is our attempt at reconciling, in the last, I guess -- I would say the last ten years, the change in where people live, work, and want to go.

And so we're looking at the entire County and reimagining what our bus service would look like, and all the other supporting services would be. Including micro-transit, last mile/first mile stuff, plus fixed route, plus TOPS, plus the PREMO plan.

PREMO plan is the basis, and then everything else is -- is supporting that.

We are -- have not gone out for public comment yet. We have gone out to various stakeholders and had input. But we have not taken it to our Board yet for their understanding and knowledge.

And when it's completed and at that point where we can take it there, we'll take it to them first, and then we'll be going out to the -- the public for more public engagement and involvement.

The -- the COA, we -- we were supposed to do it back in 2019, I believe it was. And we were starting it, and then the pandemic hit, and then we kind of put it on pause, because we wouldn't -- we're not going to get any

good data on what the travel patterns were during that time.

So we're late with getting this done, just because of the -- the pandemic.

But it is underway, as you know, and we -- you know, we can come to the -- to the surtax board at the appropriate time and -- and bring more information on it.

MR. MCELROY: Yeah, I'd appreciate it.

And do you have a -- a time that it'll be finished?

MS. LONERGAN: We are expecting it to be done probably the summer or fall of this year.

MR. MCELROY: Okay. And this is my last comment. Are you familiar with the transit app called the Transit, just called Transit? One of my friends works for Tri-Rail --

MS. LONERGAN: Uh-huh.

MR. MCELROY: -- and he was recently able to work with that company. And they run a app from the iOS store called Transit. And he was able to put the live tracking of the trains on the Transit app.

And I know we have GPS capability in our buses. Do -- would it be possible that your guys' organization works with the Transit app using the surtax operating funds? Because the app is far superior to the BCT app, which is just --

MS. LONERGAN: Basic.

MR. MCELROY: -- yeah.

MS. LONERGAN: Basic.

MR. MCELROY: Basic. And there's a really good app that is really intuitive, and I think linking that is a good way to like digitally enrich the -- our transit ecosystem.

MS. LONERGAN: Yeah. We have been looking at a way to integrate in with other apps so that we are -- we have a more robust offering rather than trying to invent it ourselves and -- and start from scratch.

So that -- that process is underway as well.

I will also tell you that we're working with Tri-Rail, all four of us, PalmTran, Miami, and BCT are working on an inter -- interoperability app --

MR. MCELROY: Uh-huh.

MS. LONERGAN: -- that brings all of us together under one umbrella with all of our information.

And I believe that app is going to be a lot more intuitive and similar -- maybe not as great as Transit app, because I'm a big fan, I'll own it, but definitely an upgrade from where we are now.

MR. MCELROY: Timeline on that, too?

MS. LONERGAN: I'm sorry?

MR. MCELROY: A timeline on maybe the interoperability app or --

MS. LONERGAN: My understanding -- I may need to get back to you on that, but my understanding was that should be available the summer of

this year. They're -- they're in the testing phase now.

MR. MCELROY: Okay.

MS. LONERGAN: But don't hold me on that one, please. I'm sorry,

MR. MCELROY: Oh, I'm not. I -- I know these are just rough timelines. I'm just asking for timelines so that I can put it in my own notes to follow back at the appropriate time.

MS. LONERGAN: Okay.

MR. MCELROY: And the Transit app, would that be something that you guys would be able to pursue, too?

MS. LONERGAN: Yeah.

MR. MCELROY: Okay.

MS. LONERGAN: That's assuming we can get all the funding we need to do it.

MR. MCELROY: He -- yeah. He told me that the app didn't charge Tri-Rail to -- to populate the tracking data, and I didn't really understand how there -- the contract works. But, yeah.

MS. LONERGAN: Well, if we -- and you know what? You're -- now you're talking way beyond my pay grade, because I have no idea about, you know, the -- this whole thing.

I didn't even know (inaudible) you know anybody that you can share --

MR. MCELROY: The Transit app?

MS. LONERGAN: Yeah.

MR. MCELROY: The -- the live tracking is on it.

MS. LONERGAN: Yeah.

MR. MCELROY: The -- the routing is on there.

MS. LONERGAN: The live tracking's on there.

MS. LOVE: (Inaudible.)

MR. MCELROY: Okay.

MS. LOVE: (Inaudible.)

MS. CASSINI: Angelica, would you do us a favor? Would you come to the mic?

MS. LOVE: Sorry.

MS. CASSINI: No, no. It's fine.

MS. LOVE: (Inaudible.) Good afternoon. Angelica Love. I'm the Deputy (Inaudible) Manager with Transit.

So as you're asking the questions in regards to Transit app, our live information is our route structure and how you can take your bus to locations from your start to your destination.

If you're asking for to follow your bus, that information isn't completely there yet. But because we have to many apps that we're working on, including the one for the interoperable app, we will try to merge all of that information so all of those systems will be able to -- and our customers and our riders will be able to have that information, depending on the app they choose to use.

But preferably, the app that has all of our region on will be the best app that we should use that we could connect globally --

MR. MCELROY: Okay.

MS. LOVE: -- with the tri-county area.

MR. MCELROY: So you -- you could try to get it on the Transit app?

MS. LOVE: Uh-huh. Absolutely, we can try.

MR. MCELROY: I'm just saying this so the surtax board knows.

When you ride a bus with 30-minute headways --

MS. LONERGAN: She's in charge of our IT --

MR. MCELROY: Oh.

MS. LONERGAN: -- Department, so.

MR. MCELROY: Yeah, I was just going to -- for the surtax board and everyone to know, when you ride a bus with 30-minute headways and you have real time tracking, it's much more convenient to walk to your bus stop just in time --

MS. LONERGAN: Yeah.

MR. MCELROY: -- and catch the bus.

MS. LONERGAN: Absolutely.

MR. MCELROY: And it's a huge quality --

MS. LONERGAN: We do have that.

MR. MCELROY: -- of life service for slower service routes.

MS. LONERGAN: Yeah.

MR. MCELROY: So I --

MS. LONERGAN: No, we do have that feature, yes. So --

MR. MCELROY: Yeah, yeah. But the --

MS. LONERGAN: The arrival -- the arrival time.

MR. MCELROY: -- the arrival time. But it helps to see it with the little monitor, and you track it on the map. There's just something about mentally it makes it easier while you're waiting.

MS. LONERGAN: We're not Uber yet.

MR. MCELROY: No, but Miami-Dade trolley system does it, and Tri-Rail. So that why I just want to make sure that we're doing those continuous improvements for our riders who are riding it like right this minute.

I appreciate it.

MS. LONERGAN: Thank you.

MR. MCELROY: And those are my questions.

Thank you.

CHAIR COOLMAN: Coree, I have one last comment.

MS. LONERGAN: Thank you for your questions.

CHAIR COOLMAN: Can I -- can I assume, based on the low stress mobility network master plan, that all the PREMO and these mass transit mechanisms will have bike access so that we can make this connection everywhere we want?

MS. LONERGAN: That is our intent. And we are bike friendly now.

You can bring your bike on a bus. We have a place to put it.

We -- even on our express buses that go from here to --

CHAIR COOLMAN: PREMO will --

MS. LONERGAN: -- Miami --

CHAIR COOLMAN: -- have that.

MS. LONERGAN: -- we have bike -- you know, bike spaces now.

CHAIR COOLMAN: And our light rail also will have it, right?

MS. LONERGAN: Yeah, we -- our --

CHAIR COOLMAN: Okay.

MS. LONERGAN: -- intent is to --

CHAIR COOLMAN: All right.

MS. LONERGAN: -- fully integrate all the modes.

CHAIR COOLMAN: Thank you.

Anybody else before we move to the port bypass road?

What?

MR. HOOPER: Can we take a break?

CHAIR COOLMAN: A break?

(Laughter.)

CHAIR COOLMAN: You had a break.

MS. LONERGAN: Thank you, everybody.

CHAIR COOLMAN: I'm older than you. I don't need a break.

MS. CASSINI: The port -- thank you so much.

(Applause.)

MS. CASSINI: Members, I just wanted to let you know that the next -- the next presentation is very short. It's just a video.

And then if you'd like we do have food. The lunch is here, okay?

- **Port Bypass Road, Port-Airport Connector**

MR. TORNESE: Okay. My name is Richard Tornese. I'm the Director of Highway Construction Engineering Division for Broward County.

I'm here to report on the progress of the port bypass road.

What you're going to see coming up is -- is the short video. Actually, it's -- it's done by a drone. And you're going to see what we've done. It's about two weeks old or so.

What you won't see is all the underground work. So we've put in over like a hundred (inaudible) piles, a lot of them about a hundred feet in depth.

We've done the drainage, water main improvements.

So a lot of the -- the underground, I would say the majority of it is done. And that's the -- always the most complicated part of building anything, is because you don't know what's there. And there was a lot there.

Luckily, we've been very good about keeping everything whole. So it was no big issues.

So the project started in May of 2024. We're going to be completed with the bypass road part of it -- there's two parts to the project -- the bypass road to open it up in -- right now, we're on track for October of this year, of

2025.

And we're on schedule. And the contractor has an incentive bonus to actually do that. So it's -- he's -- he's really pushing. He's pushing.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. TORNESE: Yeah. So it's always -- it's always important that the contractor cooperates. And they've been very cooperative.

And then we have the other part, the remaining part of the project. It'll be complete in the first -- basically early 2026. It will be complete somewhere in there.

You're going to see the video, too. It's going to show you some columns coming out of the ground with piers, with pier caps on there.

We're getting ready. In a couple weeks, we're going to be setting beams. Probably by -- by another two weeks, too, all the piers pretty much, most of them will be in place.

So I'm going to let it run. You can -- you can see it's actually just a narrative. Our (Inaudible), one of our (Inaudible) representatives out there actually narrated some of it, so hopefully you can understand exactly what he's talking about, which is easy, because he explained it very well.

But if not, I'm here to answer any questions.

Thank you.

MS. CASSINI: And -- and, Mr. Chair, if I -- if I might, I just wanted to say that one of your own staff members did this production.

So I just wanted to do a shout out to (Inaudible) and Tashawna Wilson.

(Video plays.)

MR. GONZALEZ: Good afternoon. My name is Carlos Gonzalez. I'm one of the project administrators for the bypass road.

This project is located at Port Everglades.

The beauty of this project is that it's going to help with mobility.

Right now, people have to stop at the checkpoint and they have a little bit of hard time going into the Broward Convention Center on 17th Street.

What this project's going to do, it's going to allow people, traffic, to have direct movement from the road to Eisenhower Boulevard and to the new Hotel Omni.

As you can see right now, we are in full Phase 2 construction, which implies the construction of all the columns, the pier pads, and the construction of the bypass road.

The bypass road basically consists of a bridge, which is an overpass taking us all the way to Eisenhower Boulevard.

On the north side of the bridge, we have the service road, which is under construction right now, too.

On the next phase, we're going to be working right there at the median. And those medians are going to be reworked to give access to traffic to go into the gas farms. All the truckers that come here, they go and

get gas on these gas farms. And it's (inaudible) then to give them access, easy access and mobility to go inside the farms and to exit the farms.

That will consist of a roundabout where they can go ahead, go inside the farms, come out, take the roundabout and exit again on Spangler Boulevard to State Road 84.

The bypass road has to be completed first. That has to be completed by October 2025.

The next phase, which is the final completion date of the project, that's on February 2026. And that will be completing all the project.

And we have lighting, going to have (inaudible) cameras (inaudible) cameras. We will have landscaping, too. Going to be a brand new landscaping, (inaudible), and provide light.

Thank you to all the stakeholders for helping us to construct this project.

Thank you to the County. Thank you to port facilities, and thank you to all the users of the port, because they are helping us to help them. That's the bottom line.

(Video ends.)

(Applause.)

MR. TORNESE: Thank you.

CHAIR COOLMAN: Any questions?

MR. HOOPER: I have a comment.

MR. TORNESE: Yes.

MR. HOOPER: As a citizen of Fort Lauderdale and -- and if I were a Commissioner, I would be thanking the County, because this is huge.

17th Street is one of the busiest streets in probably the County, but certainly Fort Lauderdale.

MR. TORNESE: Oh, yes.

MR. HOOPER: So when cities are asking for municipal help, City of Fort Lauderdale's getting one indirectly through this project.

Furthermore, this is going to make the port traffic better, it's going to help 17th Street, the merchants, the neighbors that live around that area.

It's also the County's investment on that hotel, that convention hotel and the Convention Center. We haven't had a Convention Center in about -- since COVID. Okay? And the hotels have been killing it. The area's been killing it.

Wait until we have a Convention Center and the incredible economic impact that that thing's going to have. Because we're going to have the nicest Convention Center in -- in the country.

So all of those things planned together, it shows connectivity, it shows amenity, it shows a care for the neighbors and the streets.

This is one of those projects where we can really like toot our own horn and say that the surtax -- and then the speed in which you guys are working to meet -- and I know it has to do with the hotel and the Convention

Center --

MR. TORNESE: Right.

MR. HOOPER: -- but it doesn't matter. That's the way things should be done.

MR. TORNESE: Yes.

MR. HOOPER: So great job on this, and I'm super excited about the whole project.

MR. TORNESE: Thank -- thank you very much.

(Applause.)

CHAIR COOLMAN: Ditto Alan. And more surtax dollars are going to be coming in.

UNIDENTIFIED SPEAKER: Right.

MR. TORNESE: Thank you.

CHAIR COOLMAN: Thank you.

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: Your mic is off, Mr. Chair.

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: Your mic is off.

UNIDENTIFIED SPEAKER: Your microphone is not on.

CHAIR COOLMAN: Oh, I'm sorry. I said do -- before we get into the discussion item on the third amendment, do we want to take a break? Alan, are you okay?

MR. HOOPER: Are we ever going to eat?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: No. Well, I didn't -- I didn't think we were having lunch today.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: I thought we were going to finish before lunch.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Taking a lunch break. It's not on the agenda, but we're taking one.

UNIDENTIFIED SPEAKERS: (Inaudible.)

(THE MEETING RECESSED AT 12:46 P.M. AND RECONVENED AT 1:26 P.M.)

CHAIR COOLMAN: I've been -- I've been overruled now that the quorum is back, plus --

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: -- Mr. Phil Allen, are you still there?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. ALLEN: I'm here.

CHAIR COOLMAN: You're still having lunch.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. ALLEN: Hello. I'm here.

MR. HOOPER: Reliable. Mr. Reliable.

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: I'm going to re-call the meeting --

MS. CASSINI: Thank you, Phil.

CHAIR COOLMAN: -- to order.

UNIDENTIFIED SPEAKERS: (Inaudible.)

DISCUSSION ITEM

I Broward County City Manager's Association and County Administrator's Proposals for a 3rd Amendment to the Transportation System Surtax Interlocal agreement - Status Update

CHAIR COOLMAN: And we're in for a discussion item about the third amendment to the surtax agreements between all the cities, correct, Nathaniel?

MR. KLITSBERG: Yes. So I'm happy to speak about this, Gretchen. I don't know if you want me to -- so, all right.

We are in what I would like to think is -- and wherever there's wood, everybody please knock on it -- the -- the final stages, the finalization of the third amendment and restatement to the surtax interlocal agreement with the cities.

In fact, yesterday, we had a workshop with the entirety of the BCCMA, going through the County Administrator's proposal and term sheet to the cities to see whether there were any further questions, get comments and feedback.

There were a couple of last items that we need the cities to provide back to us in terms of some things, deadlines and time periods for some things that the County doesn't particularly have a feeling one way or the other about that we really want the cities to be able to tell us.

And there was a pretty robust discussion, and, I think, very positive feedback from the cities that we had gotten when the term sheet went out some weeks ago to the cities, a response back from them with a lot of -- you know, in response to the different sections.

The BCCMA is in conceptual agreement, in conceptual agreement, in conceptual agreement, conceptual agreement. So I consider that to be very positive.

And I'll give a -- a brief overview of what the -- the term sheet looks like, and -- and the key changes to how this impacts the program as a whole and streamlines the process, provides the cities with more consistent streams of funding for the kinds of projects that they want, and provide a meaningful, positive impact on residents, which is, again, the key element to the program.

So without getting -- without going through the entirety of -- of everything, the -- the objectives were to streamline and simplify and broaden access to the surtax for the cities.

There is a component to it, which becomes, on an annual basis, of formula-based allocations for rehabilitation and maintenance projects.

Rehab and maintenance projects have always been -- I believe the legal term is the red-headed stepchild of the second amendment. That it was only after MCPs were fully funded, only after community shuttle was funded, only after, only after. If there was more, then there would be consideration of certain R and M projects.

R and M projects for the cities -- and, again, I -- I have to say that the collaboration that has occurred between the -- the cities and County administration in going back and forth on -- on many of these things has been what's been able to move -- you need me to move this closer -- been able to move the -- really move the needle on this.

And one thing that we -- that the County has heard from the cities is that those R and M projects, because there are only -- there are a limited number of cities that have significant enough roads to create road and roadway expansion projects, there -- and one of the things that, at least as somebody that's coming in relatively recently to this process, one thing that I saw, that I think there was concurrence on, is that the cities, to some extent, or at least some cities, would feel that they have to submit an application every year, because if they don't submit an application every year, there wasn't going to be any actual funding that could be going to them because there wouldn't be R and M projects that would happen.

So, rather than having the cities come up with applications just for the sake of submitting three applications for MCPs every year, the concept of

formula-based funding for rehabilitation and maintenance was a -- was a key component to this, so that every city would receive some money from the surtax every year to do those, again, bread and butter things like fixing roads, fixing sidewalks. All things which are eligible road improvements under the surtax statute, and that also don't require the level of sophistication that a roadway project has.

All of the cities always need to be able to be doing fixing potholes and fixing sidewalks and making sure that their -- their intersections and their -- you know, their crossings are appropriately, you know, painted and striped. All of these kinds of things that fit into R and M projects.

So, again, there's a significant portion of this which is focused on making sure that there is a -- an annual stream of funding.

And I will be happy to take questions throughout the entirety of what I'm talking about, so feel free to ask whenever.

CHAIR COOLMAN: Well, is that money that they're getting part of the minimum ten percent or is it over and above?

MR. KLITSBERG: All of this is within the minimum annual guarantee.

CHAIR COOLMAN: Okay.

MR. KLITSBERG: We basically looked creatively to find ways to do more with the minimum annual guarantee in meaningful ways for the cities.

And they've been a collaborative partner. Discussions with the BCCMA Surtax Committee, as well as the BCCMA as a whole.

And, again, credit to Gretchen's staff and the County administration for the creativity in -- in looking at those things that the cities had asked for, figuring out how it works within the County's ability to provide funding, and then my job becomes easy, because it's just writing it.

CHAIR COOLMAN: Alan?

MR. HOOPER: Is this something that Doug is going to have to sign?

MR. KLITSBERG: No.

MR. HOOPER: No. It's just an agreement between the County and the --

MR. KLITSBERG: Just -- just like the interlocal agreements, the -- the second amendment, the -- the first amendment, and the underlying interlocal agreement, it is an agreement between the Board of County Commissioners and then the requisite number of cities that are required to amend the initial interlocal agreement document.

MR. HOOPER: Is there going to be any changes to the surtax board's -- anything that has to do with the -- our ability or our -- what we're doing now or how we're doing it, any of that kind of stuff?

MR. KLITSBERG: We've mandated weekly meetings.

(Laughter.)

MR. HOOPER: Well, Doug would like to have those just individual, with him being the one there.

(Laughter.)

MR. KLITSBERG: Yes, there are certain changes, but they are both -- we -- we looked at what the concept of oversight is, both under the current code as well as what other oversight boards provide.

There is a both expansion to your role that also doesn't require, frankly -- one of the things that we were very cognizant of is this is a volunteer board. It is not a full time job. And while we wanted to expand your involvement with and discussion of certain key aspects of the municipal program, we wanted to do it in a way that was respectful of your time and didn't add to the commitment that you all already have given to the Oversight Board.

So there are certain elements, and I'll -- I'll talk about those as we go through.

MR. HOOPER: Can -- can I get a copy of the changes that are being made?

MR. KLITSBERG: I'd be happy to provide you with a copy of the presentation, it's a public record, from -- from yesterday's workshop, and any of the other documentations.

We're still drafting the --

MR. HOOPER: No, it's fine.

MR. KLITSBERG: -- big doc.

MR. HOOPER: I'd just like to read it --

MR. KLITSBERG: Of course.

MR. HOOPER: -- so I understand it.

MR. KLITSBERG: Absolutely. Yeah, this was not intended to be the alpha and the omega of -- of discussion regarding the third amendment.

MR. HOOPER: Okay. All right. So --

CHAIR COOLMAN: Yeah, our -- our request to start with was to be abreast of it so we know what it says, okay? We're -- we're --

MR. HOOPER: No, I understand. I just like to read words.

CHAIR COOLMAN: One -- one thing. The groups that you're working with, you used the acronyms, and I think it would be good for all of us to get a refresher on --

MR. KLITSBERG: Broward County City -- the manager's association.

CHAIR COOLMAN: Okay. And that is?

MR. KLITSBERG: It is the representatives from the city managers --

CHAIR COOLMAN: Cities.

MR. KLITSBERG: -- offices of every city in Broward.

CHAIR COOLMAN: All right. So that's who you've been working closely with.

MR. KLITSBERG: Yes.

CHAIR COOLMAN: Okay.

MR. KLITSBERG: So one of the things that was a -- a key ask from a number of cities, which is expressly provided for in the surtax statute and has not been something that we have had before is micro-transit.

So we have a number of cities that have requested the ability to use surtax funding for micro-transit programs.

UNIDENTIFIED SPEAKER: Uh-huh.

MR. KLITSBERG: And that becomes part of that annual allocation funding. They can use it for both roadway R and M -- excuse me -- road R and M projects as well as for micro-transit.

We provide them with flexibility in order to determine what's the most -
- what is the best need for their cities.

And, again, you know, the -- the cities using these portions of the dollars for those everyday activities is something that they know better than, you know, than -- than the County knows. They know what their individual needs of their individual residents.

And the fact is that what is important for Sea Ranch Lakes is not necessarily going to have the same importance to Coral Springs or Southwest Ranches or Pembroke Pines.

So a one-size-fits-all approach imposed upon them doesn't provide them with the most beneficial use of the funds for their specific needs, especially on the R and M and micro-transit front.

So, again, the goal is to provide flexibility.

As you've heard throughout your time on the -- on the Oversight Board, one of the key goals of the surtax -- and, you know, Gretchen has said the word leverage so many times, that if one were to establish the -- the

leverage drinking game at every Oversight Board meeting, we'd all be dead.

So leverage is a key component to -- to the proposed third amendment. And what that does is it changes the MCP process, the Municipal Capital Programs project that we have -- or program that we have now, where the cities all submit their three applications, it goes to the MPO for evaluation and ranking.

There's a -- a set amount of money, and maybe one, two, three, four projects in any given year will get funding.

The -- we've changed that to a grant match program, where there will be funding that's available in a grant match pot, in essence, from the surtax dollars, from that minimum annual guarantee, which may change, depending on the year, based on revenues that come in, how much is going out, formula-based funding, things of that nature.

But it becomes available to assist cities specifically with them paying the local match to state and federal appropriations, grants, and things of that nature.

So really focusing on the leverage component for those roadway projects.

CHAIR COOLMAN: Clarification.

MR. KLITSBERG: Mr. Chair.

CHAIR COOLMAN: So they're able to take surtax dollars and they are going to use that as the match. So it doesn't -- it's coming out of their ten

percent.

MR. KLITSBERG: This is all coming out of --

CHAIR COOLMAN: Yeah.

MR. KLITSBERG: -- and, again, it comes out of the portion of the --

CHAIR COOLMAN: Yeah.

MR. KLITSBERG: -- surtax money every year --

CHAIR COOLMAN: But they're able -- now --

MR. KLITSBERG: -- that's allocated to municipalities.

CHAIR COOLMAN: -- they're able to actually -- they apply for the match.

MR. KLITSBERG: They're -- so they, in essence, are doing -- going through two application processes. One of them is coming to MAP administration, saying, you know, we are looking at this particular grant program, state or federal, and -- or seeking this appropriation, and it's going to require a 25 percent match, or a 20 percent match.

One of the ways that many of these grant programs work is you get more points if you're over matching the -- the local portion. So we have the ability to help them both provide a significant portion of the local match, the cities do have skin in the game.

There was a comment from at least one of the County Commissioners when we were discussing these concepts at a workshop back last August, I believe, where the cities needed to have some skin in the game in these

projects.

So the grant match program provides them with a significant -- can provide them with a significant portion of the local match, whether it's just the minimum local match and then they apply for the program, the state or federal program, or potentially providing them with overmatch money.

CHAIR COOLMAN: So prior, they really didn't have that tool in their toolbox, right?

MR. KLITSBERG: It was -- it was limited, because, potentially, their -- their capital -- you know, their MCP that they were applying for was in conjunction with some state or federal potential, you know, funding that may have come in.

But that's once a year, and you don't necessarily know -- what -- what happens if, in the middle of the year, after the window to apply for a capital program funding has closed for that fiscal year, they suddenly find out -- sure, Gretchen, go ahead.

MS. CASSINI: If I could also -- oh, sorry. The capital program was always building the new fifth year of a five-year plan.

MR. KLITSBERG: Right.

MS. CASSINI: So the money that the cities were applying for from the capital program was coming five years later.

And what you had been saying, and what the cities were saying, is we need access to money now to go after money today, not five years from now.

So that -- that's what this does.

MR. HOOPER: I have a question.

MR. KLITSBERG: Sure.

MR. HOOPER: So -- okay. So -- so now they have to match. And --

MR. KLITSBERG: Some portion.

MR. HOOPER: -- and before -- because I -- I remember, some of the cities were just asking for money and say, we want to go build sidewalks and curbs and gutters and give us money --

MR. KLITSBERG: Uh-huh.

MR. HOOPER: -- right?

MR. KLITSBERG: Yes.

MR. HOOPER: Or, I need to fix a bridge, give us money.

MR. KLITSBERG: Well, fix a bridge fits into the R and M component, which there was, I think, only one or two years where --

MR. HOOPER: Okay. I don't want to get --

MR. KLITSBERG: -- R and M money was ever --

MR. HOOPER: -- lost on that.

MR. KLITSBERG: -- available.

MR. HOOPER: Okay. So -- so now they're required to bring in money, to put up some money, and it's part of a -- and then they have to seek out some additional money, correct?

MR. KLITSBERG: It -- that -- the grant match pot, in that -- that

particular aspect.

MR. HOOPER: So that's a new rule.

MR. KLITSBERG: That's -- that's a new concept that has not existed under the surtax --

MR. HOOPER: So I'm --

MR. KLITSBERG: -- program to this point.

MR. HOOPER: -- I'm -- I'm not saying I'm against it. I'm just --

MR. KLITSBERG: Sure.

MR. HOOPER: -- I want to understand it.

And are the -- have the cities indicated that they're good with that deal?

MR. KLITSBERG: I believe that was one of the items that they put a big conceptually agree --

MR. HOOPER: Wow.

MR. KLITSBERG: -- in their response --

MR. HOOPER: Good.

MR. KLITSBERG: -- to the term sheet.

MR. HOOPER: And who signs for the city? Do they have the MPO sign for it?

MR. KLITSBERG: No. Each city has to bring the third amendment to their respective City Commissions. There's a -- a requisite percentage of the cities and population --

MR. HOOPER: Right.

MR. KLITSBERG: -- that have to approve an amendment in order for the amendment to the ILA --

MR. HOOPER: Okay.

MR. KLITSBERG: -- yeah.

MR. HOOPER: Okay. Thank you.

MR. KLITSBERG: So -- so continuing on. That grant match program -- and, by the way, there are going to be certain cities that may not have the financial wherewithal, for whatever the reason, to come to the table with funding. They're going to have the ability to have communications with and make requests to the County to waive that requirement because of specific -- and without getting way into the granular details -- specific criteria that, for cities that just don't have the ability to bring dollars to the local portion of the match to -- to be able to seek that.

CHAIR COOLMAN: I'm confused, because I thought -- you're saying they have to take their money.

MR. KLITSBERG: Some portion.

CHAIR COOLMAN: I thought they were taking their surtax allocation as their money.

MR. KLITSBERG: This is a completely separate pot of money. This is a grant match pot, separate and apart from the formula-based funding --

CHAIR COOLMAN: That's the --

MR. KLITSBERG: -- they get every year as well.

CHAIR COOLMAN: -- grant match.

MR. KLITSBERG: Yeah.

CHAIR COOLMAN: So they have to come up with money out of their General Fund.

MR. KLITSBERG: The -- that's what the -- again, a couple of County Commissioners specifically commented about the cities having skin in the game.

So we -- we provided for there to be a minimum portion that comes from the city when they're asking for money from the grant match pot.

We've also provided a mechanism for them to seek a waiver of that requirement to bring some money, based on a specific set of circumstances.

MR. DONMEZ: Chair?

MR. KLITSBERG: Erdal.

CHAIR COOLMAN: Because this is a --

MR. DONMEZ: How --

CHAIR COOLMAN: -- a discussion, just push your button and start talking, okay?

MR. DONMEZ: Thank you.

How was the formula determined?

MR. KLITSBERG: So there were -- there's two aspects of the formula. The -- the BBMA -- and I'm going to use that as the acronym going

forward -- originally had asked for and they had voted for using centerline miles within the city --

MR. DONMEZ: Uh-huh.

MR. KLITSBERG: -- as the basis for formula.

They had -- there was also a request that the County come up with a potential modified formula basis then that takes into consideration things like -- I believe it was median -- median household income in each particular city, and how much money they've already gotten from the surtax over a rolling five-year period.

So the -- the one for the -- when -- when we do circulate the -- the PowerPoint for you to take a look at, you'll see that the example formula is based on the modified version of the formula. It includes how much money they've received from fiscal year '20 to '24.

And, again, that would roll each year when the formula distribution is -- is determined.

We've also talked about some other things in terms of -- in terms of how the formula works.

The -- that's basically the best way that I can use --

MR. DONMEZ: Yeah.

MR. KLITSBERG: -- to describe that. Those are things that had been asked to -- to be considered.

There's also the fact that -- one other component to this that also

relates back to the formula-based -- relates to the formula-based funding in great detail, which is there are some cities that are so small that they are never going to have things like -- and, by the way, community shuttle remains part of the -- of the city side of the ledger. And that's been discussed with the BCCMA.

There are some cities that are so small they're never going to have a community shuttle. There are some cities that are so small that they were never going to ever get a municipal capital program project approved under the existing system. And are never going to be getting a state or federal grant to go expand a roadway. They just don't have it.

So we've also included a mechanism for them to say that, look, we are going to forego potentially having community shuttle money or applying for state or federal grants, so that they can get an enhancement to their annual money.

Because, realistically speaking, go find a city that has less than one percent of the centerline miles, and what kind of state or federal grant are they going to be getting to expand a road. They don't have bridges to get federal or state money to do.

But what they do need on an annual basis is money to maintain and improve the -- the living experience for their residents on their roads through making sure that their sidewalks and their roadways and their intersections are -- are in, you know, good and safe condition.

So those kind of things.

So if they want to -- if they want to opt out of getting other -- or being available for other kinds of funds, they get additional money in -- in the formula base.

So, again, we tried to find ways, again, working with the BCCMA, with the creativity of -- of Gretchen and her team and County administration, trying to find ways to maximize, in a fair manner, for these cities that, again, each are in very different circumstances, how is it that they can get and utilize surtax money for the benefit of the residents for their specific municipalities, and also enhance the overall countywide transportation system, which is a key goal.

Because at the end of the day, there is only one countywide transportation system. You know, a sidewalk in Parkland is just -- just as much a part of the transportation system as a road somewhere else, or a roadway somewhere else.

So, again, the goal being making sure that everybody obtains.

One of the things that was a prohibition under the second amendment that we've already kind of moved away from in some ways is there's a express prohibition on functional public art as part of road improvements.

And the fact is, decorative elements, if you're using -- let's -- for example, wayfinding signage. Plain green metal wayfinding signage lasts just as long as decorative wayfinding signage in many circumstances, and

the cost is not different necessarily.

So why would you prohibit it being decorative if it costs the same amount and it lasts just as long from an engineering standpoint?

So we've eliminated the complete prohibition on decorative and functional art components to road improvements as being -- those are now surtax eligible, or elements of those would be surtax eligible if their engineer of record certifies that it will last just as long and also that the only portion that's coming from the surtax money is the same amount that it would have cost for the basic element.

CHAIR COOLMAN: Does that allow the city to -- let's say it's \$5 --

MR. KLITSBERG: (Inaudible.)

CHAIR COOLMAN: -- more and they're going to -- they're going to take it out of their pocket.

MR. KLITSBERG: Yes.

CHAIR COOLMAN: Okay. Thank you.

MR. KLITSBERG: Exactly.

So if a city wants to have -- I -- I'm going to use a -- maybe not necessarily a ridiculous example. There are basic streetlights. You go to certain cities, and there are decorative streetlights. There is a financial -- there's a cost differential between those two.

Streetlights are a surtax-eligible -- they're -- to the extent that they are a road improvement, streetlights are surtax-eligible under the statute. And

the surtax would pay for up to what the basic cost of the -- of the streetlight would be.

And if the city wants to enhance that and supplement it so that they can have decorative streetlights, that's their choice.

CHAIR COOLMAN: That can't come out of their ten percent. It has to come out of their pocket.

MR. KLITSBERG: It comes out of -- it comes --

CHAIR COOLMAN: General Fund.

MR. KLITSBERG: -- again, they -- they would not -- again, the money that they get from the formula is for rehabilitation and maintenance. It wouldn't be for --

CHAIR COOLMAN: (Inaudible.)

MR. KLITSBERG: -- those other things.

So right now, we have in the second amendment a provision that -- that allows funding -- surtax funding for parking structures. So if there's a -- a -- you know, a park and ride that's getting built or things of that nature. But we limit the amount of money that the city can charge at -- for their parking to the exact operation and maintenance cost of that facility.

That prohibition is being eliminated so that they have the ability to charge market rates.

However, the -- the amounts that they generate in excess of their operations and maintenance costs have to be used for transportation-related

improvements.

So, in essence, the surtax money that helps you build your -- your parking lot, you know, stays in the transportation sphere from the revenue that you obtain from that parking lot.

MR. HOOPER: So it goes into their -- so they would have to put that revenue into the transportation division of the --

MR. KLITSBERG: Their Public Works. I mean, again, we don't --

MR. HOOPER: Yeah.

MR. KLITSBERG: -- we don't want to --

MR. HOOPER: Whatever.

MR. KLITSBERG: -- get into the micro management of how they do their budgets, but there's reporting requirements that we'll have with regards to those things, and protections to make sure that, you know, we're obtaining information as to the revenues that they get, and that they have, in fact, utilized any -- any excess money back into, again, transportation-related items, which could be more rehabilitation and maintenance, road expansion.

They could be using that for the --

MR. HOOPER: Uh-huh.

MR. KLITSBERG: -- add-on cost for the decorative elements.

It has to be a surtax-eligible expenditure. So, again, it's keeping the money in the -- the -- the transportation improvement sphere while also giving them more both flexibility and responsibility for managing the assets

that they are -- that they have within their city.

And also because, you know, a city deciding that they're going to charge 38 ½ cents per hour for parking seems a little bit odd at some point when they're trying to match it up exactly to what their O and M expenses are for that particular facility.

There is -- and, again, this is going to wind up also being subject to an ordinance change. There's already a -- there's a provision in County ordinance currently that prohibits a city from using R and M money that they were -- they couldn't apply for a rehabilitation and maintenance project for a capital project that had been paid for with surtax dollars.

In discussions with the city -- cities, the modification to that and removing the prohibition is something that had been viewed positively.

And, also, we don't want to be in a situation, as a program, where a -- a project that has been built with surtax money becomes -- you know, I don't remember who mentioned it today -- becomes rundown or, you know, in disrepair.

Even though they're required to maintain them, there's a minimum standard of maintenance, you know, it's not failing level of service, and then there's maintaining.

So removing that prohibition is something that's being considered. It would be -- that would be subject to an ordinance change approved by the Board of County Commissioners. And, again, the -- when -- when the third

amendment goes to the oversight -- goes to the -- the Board of County Commissioners for their approval, they'll also know that, in conjunction with that, there -- shortly thereafter, if it were to be approved by the Board of County Commissioners and then by the cities, they would be getting an ordinance change to address that issue.

Yes, sir.

CHAIR COOLMAN: We realize we can't approve the third amendment, but --

MR. KLITSBERG: No.

CHAIR COOLMAN: -- hopefully we get -- as Alan says, we get to see it before it goes to the County Commission to see if we're happy with it. Can we do that?

MR. KLITSBERG: You will -- I'm sorry. Gretchen, go ahead.

MS. CASSINI: So rather than send the presentation, which was very focused towards the cities and ongoing city discussions that the Oversight Board may not --

CHAIR COOLMAN: Okay.

MS. CASSINI: -- be that familiar with, we just forwarded the latest communication that came from Monica to the President of the Broward County City Managers Association. You should have just received it. I saw Roy send it through.

It has the term sheet attached as an exhibit, and it also has an

illustrative for -- you know, for the purposes of them seeing what the formula distribution could be using a centerline miles or a modified centerline miles out of \$30,000,000.

Again, it -- it was just an example so that they could understand how they would fare.

We just sent that to you so that you have the term sheet that you can take a look at.

CHAIR COOLMAN: Well, this is extremely informative, and I think that'll just be something else. So by the time we do get to look at it --

MR. KLITSBERG: It's not new.

MS. CASSINI: (Inaudible.)

MR. KLITSBERG: Sure. So --

MR. HOOPER: And -- and I appreciate the term sheet, but could I get the -- the actual amendment, if it's already been --

MR. KLITSBERG: It has not. Because --

MR. HOOPER: Okay.

MR. KLITSBERG: -- again, we wanted to make sure that we have the -- the --

MR. HOOPER: I get it. But I want to see it when it is.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HOOPER: I know, but I'm looking at a term sheet. And if I was sending a term sheet to a -- the County/City Managers, I would put in the

terms that apply to the city managers and to the cities, but I might not put in changes that are being applied to stuff that impacts this board.

So I would like to see, when -- whenever you have it drafted, if I could see the --

MR. KLITSBERG: It will absolutely --

MR. HOOPER: -- if all of us could see the -- the agreement, that would be great.

CHAIR COOLMAN: I personally got a commitment from the County Manager --

UNIDENTIFIED SPEAKER: Thank you.

CHAIR COOLMAN: -- that we would get to see it.

MS. CASSINI: Well, and I -- I will just let you all know that the term sheet does include the changes to your role that Nathaniel spoke to earlier.

There -- there are -- you're -- you're acting in an appellate fashion. The cities have the ability to appeal decisions that are made at the County level to you all.

MR. KLITSBERG: Certain -- yeah --

MS. CASSINI: Certain ones.

MR. KLITSBERG: -- specific -- specific certain decisions.

So one of the things that I have harped on since I got here was there are zombie Cycle 1 projects that we need to bring to closure. Either they need to go under agreement or they need to go away.

And one of the key elements of the third amendment is a specific time period. It is a, you have 90 days from the effective date of this third amendment to bring your projects under agreement. No more time. Under agreement or they will be subject to termination.

Now, there are some projects that are not under agreement intentionally. Intentionally by both the County and the city jointly. Certain projects that are not ready to -- because there are other -- you know, there are other County or state project -- road projects that are happening in that same vicinity. So those are the intentional ones.

So, presumably, those are not the ones that will be -- will be killed off in this process.

But there are other ones that are going to be.

If the city disagrees with the County decision, because it is discretionary at that point, after the 90 days, to terminate the project, if they disagree, they have the ability to basically provide notice of their -- of their objection to the termination.

And that would come before this board, and you have the ability to provide them with another 90 days to bring their project under agreement.

Otherwise, you know, stake through the heart, it's done.

CHAIR COOLMAN: These are these old projects from years ago that were holding up money that couldn't be spent because it was committed, correct, Gretchen?

MR. KLITSBERG: That is --

CHAIR COOLMAN: All right. Fine.

MR. KLITSBERG: -- yes.

CHAIR COOLMAN: Maybe we'll -- Phil, you still there? Phil, you still there?

MR. ALLEN: Yes.

CHAIR COOLMAN: I'll be glad -- huh?

MR. ALLEN: Yes.

CHAIR COOLMAN: All right. Glad to hear that. Music to your ears, right?

MR. ALLEN: What's that?

CHAIR COOLMAN: Getting rid of these old projects from a few years ago --

MR. ALLEN: Yeah, I heard.

CHAIR COOLMAN: -- is music to your ears.

MR. ALLEN: Yes, I heard it.

CHAIR COOLMAN: Okay.

MR. ALLEN: But it does raise a point of getting involved, potentially, in politics here. And we need to be very careful about how this stuff goes through the process.

MR. KLITSBERG: Absolutely. And, again, you know, the decision on whether or not to terminate them rests with -- with the County. The County

will have made its decision to terminate those projects.

The only thing that would be coming before the board is whether or not to give the city another 90 days to go under or the County's decision, not this board's decision, to terminate will go forward.

There are certain projects that have been completed with non-surtax funds. Those are just going to -- from Cycle 1. Those are done. They are immediately terminated under the third amendment.

Because those projects were completed with non-surtax funds, we had no ability to monitor, maintain -- they just chose to do them, even though they were approved Cycle 1 projects.

They -- those project go away. There is no right to come before the board to ask for more time. It's just done.

So there are other similar kinds of scenarios where the County is cancelling certain things where, if the city disagrees, they have the ability to come before this Oversight Board and, in an oversight capacity, for you to make the decision whether to provide them with an additional time -- one-time time --

MR. ALLEN: Well, is that -- is that an -- is that an absolute or does it become a recommendation to the County Commission?

MR. KLITSBERG: No, that is actually -- since it -- this is part of -- this would be a delegated -- when the County Commission -- assuming the County Commission approves the third amendment, they would be

delegating that -- and -- and, again, approves a ordinance change that corresponds to that, that would be a delegation of authority to this board, again, not to decide whether or not to cancel a project, to whether or not the County's cancellation occurs now or in a set period of time after when it would otherwise have gone into effect.

MR. ALLEN: Well, early on in the formation of this committee or this body, there was a lot of discussion from the then-County Attorney about the litigation that occurred on the west coast, Tampa or St. Pete or something like that, that was a lawsuit that was based on appointed board authority to do those types of items.

MR. KLITSBERG: Sure. And -- and, Mr. Allen, I -- I can speak to that. That -- that is the decision that relates to the Hillsboro County surtax.

MR. ALLEN: Right.

MR. KLITSBERG: Which was ultimately declared illegal by the Florida Supreme Court.

The issue that the Florida Supreme Court addressed in that case was that the ballot question itself took power away from the County Commission and provided power -- well, both provided specific power to an oversight board to approve or reject projects, and also, in the ballot question, required a certain percentage of the surtax money to be spent in certain ways every year.

Now, the statute in -- that governs the transportation surtax specifically

says that the County Commission decides how to spend these funds and how to divide these funds with the cities.

By their approval of the third amendment, and by the Board's approval of an ordinance regarding these things, they are ultimately making the decision as to these various things.

That is not something that creates a problem the same way that the -- the Hillsboro County case did, because the Board of County Commissions -- the Board of County Commissioners in Hillsboro County had no ability to disagree with the percentages that were as part of the ballot question or take away or change an ordinance that modifies the role of the -- of the oversight board or the independent board that they had there.

That was a pure decision-making board based on a ballot question, rather than a delegation of authority from the Board of County Commissioners.

Now, the Board of County Commissioners delegates authority all the time to the County Administrator or others to take certain actions. It has the ability to do all of those things because it also has the ability to, at some later date, take that away.

And, because of that, it doesn't run afoul of -- of the Hillsboro County decision. We evaluated that very closely in -- in going through this to make sure that we would not run afoul of those things.

In terms of the capital projects that are already in the pipeline, one of

the things that we wanted to make sure of is that money that has already been spent for an earlier phase of a project doesn't result -- you know, that down the road, that project is -- when they're ready for construction, well, there's no money for it.

That becomes, again, as, you know, with the -- with the County's goal, this board's goal, the Commission's goal, the cities' goal of being proper financial stewards of taxpayer money, there is a -- a prioritization to make sure that those tails of those projects are funded, either when they were ready or -- when they're ready or when they were currently programmed.

So there remains a priority for those projects to continue forward.

And, again, all of these things are doable as we sit here right now. And, again, who knows, you know, how much money the surtax brings in in any future out year, but the goal is to be able to do all of these things within the existing, you know, funding levels at the minimum annual guarantee amount.

So all these things have been vetted to make sure that those -- those things should be able to work going forward.

Micro-transit, which, again, a number of cities have specifically asked for, is a bit of a -- a -- you know, a -- a touchy legal issue, because it's the cities spending money on private contracting with third parties to move people around, and it is under their control and -- and jurisdiction.

So the cities -- as part of the third amendment, while the County does

have -- get information regarding those contracts, receive copies of them, we're requiring the cities to make sure that those entities have certain levels of insurance, that both the city and the County are named additional insureds under those policies, that the County isn't -- even though we're just a funding entity for this purpose, that we're fully indemnified if there were ever an issue, and that the cities are responsible for ensuring that their micro-transit providers comply with all applicable law regarding providing a transit service.

So we're talking about our Title VI issues, we're talking about low speed vehicle requirements. You know, you may have seen certain -- you know, I -- I call them the cutsie golf cart taxis at -- in various parts of -- of the County. Those vehicles are, most of the time, considered low speed vehicles. They can't operate on a street that has more than a 35 mile an hour speed limit.

You know, all of those requirements.

The cities -- again, it's the city's contractor and the city's vendor. They have to ensure that those things are going forward.

Mr. Hooper.

MR. HOOPER: How are you managing the ridership and what if they're running a micro-transit, we're -- and the surtax is paying for it, and it's -- and all we've got are drivers running around in empty golf carts or -- you know, who knows what? What if it doesn't work?

MR. KLITSBERG: Well, the -- the cities, since they are using their

formula-based funding that they could have been using for sidewalk maintenance or --

MR. HOOPER: So they get this guaranteed.

MR. KLITSBERG: -- they're -- they're receiving an annual amount --

MR. HOOPER: At the beginning --

MR. KLITSBERG: -- pro rata share --

MR. HOOPER: -- of each year.

MR. KLITSBERG: -- for -- that they use for R and M, and they can use it for micro-transit, or a mix thereof.

MR. HOOPER: All right.

MR. KLITSBERG: And, presumably, if they have a vendor and they've entered into a contract, and they don't have riders, well, then they're going to want to go fix sidewalks next year. They're wasting their own money.

MR. HOOPER: Okay. I got it.

MR. KLITSBERG: So, again, it -- it sort of has built in accountability for that purpose.

I just want to see if there's really anything else that's worth the discussion at this point.

Oh, again, to -- you know, one -- one other thing in future project cancellations.

You know, we do have projects that are in the pipeline that are going to need to go under a funding agreement at some point.

We have provided for a more robust ability for the County to terminate projects if the cities just don't go under contract when those -- those are ready.

That also, assuming an ordinance change, would be something that, after the County decision is made to terminate, the city can come here to ask for extra time before that termination goes into effect.

And with that, I think I've covered pretty much all of the main points.

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

Mr. McElroy?

MR. MCELROY: Sorry, Nathaniel. One -- one quick question --

MR. KLITSBERG: Sure.

MR. MCELROY: -- on the micro-transit.

MR. KLITSBERG: Yes, sir.

MR. MCELROY: I'm not even sure this is possible to get this data, but the micro-transit data is very important. And hopefully, if we sign these contracts, the municipalities sign these contracts with the micro-transit operators, we get access to the data.

Because if there's enough A to B pickup points, we can feed that data to BCT, and then we can create a fixed route service, and then -- which would just be more cost effective.

But if we don't have that data, then we're missing out on -- clearly, we're missing out on good data.

MR. KLITSBERG: I think that that is a important issue, certainly something I'll discuss with County administration and with MAP administration. And it seems like something that the cities are going to want to do as well.

These are all -- you know, as many asks that the cities have made or others make -- now, again, some of these micro-transit operators, you know, probably treat their -- their data as their most valuable asset, and whether they provide it or not, again, is going to wind up being something that's in the contract between the city and the micro-transit.

We don't want to impose contractual requirements that the cities have to include that basically renders the ability to do micro-transit meaningless because they just won't be able to provide -- find a provider.

But it's certainly something that we could potentially include in -- in -- in the documents to strongly encourage them to try to include that in their agreements.

But, again, without preventing them from -- if -- if they have a need for micro-transit, the question becomes is the data more important than fulfilling the need, their -- what they view as their need for micro-transit. And that's a - a weighing policy issue that the cities are going to have to decide and the Board of County Commissioners have to decide when looking at the third amendment.

But I very much appreciate that comment, and we'll find some way to

at least have that discussion with the cities.

MS. CASSINI: Mr. Allen has a question.

MR. ALLEN: Are -- are we clear now that the delegations that you have advised us of does not create a position where we're acting as elected officials subject to the same lobbying restrictions, et cetera?

MR. KLITSBERG: Again, the only elements -- the only element that comes before the Oversight Board that's different than its current role is whether to grant the additional 90-day extension, so --

MR. ALLEN: Okay.

MR. KLITSBERG: -- in those particular circumstances.

So I don't really have that concern. Mr. Allen, I'll look at it again.

You know, you may be, when the city comes before you, advised to disclose any conversations that the city may have had with you regarding that before the meeting, but we're not falling into the same level of -- of silence or lobbying restrictions or -- or things of that nature.

MR. ALLEN: Okay.

MR. KLITSBERG: Are there any other questions or any other comments that you have?

And I would encourage you all, after you've had a chance to look at the term sheet, to feel free to call. And I -- I'll be happy -- I'll make myself available at your convenience if you have comments or questions or things that you at least would like to talk about individually, since we're not allowed

to talk collectively except at these meeting. Please feel free.

I'm well into the drafting process of this. It's -- it didn't make sense to finish the drafting process until we get that information back from the cities to sort of fill in the last remaining things.

But this is -- this is moving forward. There is a light at the end of the tunnel and/or bridge that is not a train. And it is the end of this agreement.

So thank you all very much. I appreciate the opportunity to talk with you about it.

MR. DONMEZ: I think you guys have done so much, and this is not an easy negotiation, you know, when you're dealing with other entities and governments.

And quite a bit of progress. Looking forward to the term sheet and also conclusion of this -- you know, this phase.

MR. KLITSBERG: Nobody more so than me.

CHAIR COOLMAN: Ditto. Thank you.

NON-AGENDA

CHAIR'S REPORT

CHAIR COOLMAN: All right. Are we ready to move into Non-Agenda?

Just a quick comment before I make my comment. I see this as an opportunity for these members to talk legally about things you want to talk about.

So I would encourage you, if you don't have anything, to keep -- keep it

in mind for the next meeting.

I do have a report. I had asked -- which we're going to pass out to the members.

I had been -- I had a Mayor in Fort Lauderdale and a Commissioner in Fort Lauderdale most recently make a comment about the fact that Fort Lauderdale was contributing millions of dollars to the surtax program but wasn't getting a lot of it back in the city.

And I said to the Commissioner and the Mayor, I said, I think you're -- you're looking at this a little short sighted.

And I asked Gretchen to put together this table and document. And I -- I'm just going to summarize it very quickly.

The City of Fort Lauderdale, since 2019 to 2024, has contributed over \$543,000,000 in surtax monies.

Now, that doesn't mean it came from the residents. It's on taxes on people spending. Tourists, everything.

But that's -- that was a lot of money, and they felt, because they were only getting three or four projects in the city that was approved, I think it's like 13 ½ million dollars, they were contributing but weren't getting anything back.

Well, at the start of this meeting, I mentioned that 90 percent, or less, really, of the surtax money is being spent by the County in all of the cities.

This particular table that you see here shows that surtax funds have gone back to Fort Lauderdale are over the five -- let's put it this way, are over

the or close to the 552,000,000 that the city's contributed to date.
543,000,000.

However, committed non-surtax dollars, matching, per se, are another 185,000,000 going into the City of Fort Lauderdale.

And the estimated project shortfall is 2.48 billion, which is going to come from somewhere else, going to the City of Fort Lauderdale.

Now, the City of Fort Lauderdale is not the only city that this is probably true of, because, in theory, Hollywood is getting benefits, and so is Davie, because they're associated with the airport, seaport, et cetera.

But I think we have to understand that the surtax dollars that the city is generating are coming back three to six fold in the long term.

These -- they also -- I'm sure that there'll be even more.

So I -- I just wanted you to look at this. If you have a -- a Commissioner and if you have a particular Commissioner in a different city and you want to ask Gretchen to look at that, that's fine.

But I'm intending to circulate this to the Commission of Fort Lauderdale so that they don't go out there and keep saying they're not getting their fair share.

So that's my -- my comments. And I hope you enjoyed it.

MEMBERS' REPORTS

CHAIR COOLMAN: Any other member reports?

Alan has one.

MR. HOOPER: I forgot what it was. Can you remind me, or can you do it for me? I forgot. What was it?

CHAIR COOLMAN: We heard about different ways of --

MR. HOOPER: We weren't talking on the side, by the way.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HOOPER: He said -- he said --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HOOPER: -- when we were talking earlier about something on -- in front of everybody, he said, you should bring that up in public. So I -- I didn't talk to him about it, right? That's -- so I did not (inaudible).

CHAIR COOLMAN: Well --

MR. HOOPER: It was something we talked about today.

CHAIR COOLMAN: -- as you know, I was involved, in my earlier days, in the beach at fort -- beach replenishment on Fort Lauderdale and all that.

And Gretchen's going, oh, no. I did talk to her about this, and she's going, you can't do that. I said, yes, I can.

MS. CASSINI: Get ready (inaudible).

CHAIR COOLMAN: We don't have --

(Laughter.)

CHAIR COOLMAN: We don't have a lot of room left in the right of ways to do some of these things. And I know how difficult it is to permit

things on our beach, specifically on our sand, because of turtles and everything else.

But if we need to think outside the box about, as Alan kind of always does, maybe we should give some long-term thought -- and I can do this as a private citizen after this, right?

We've all got so much going on at the beach, between the traffic, the bicyclists. Maybe we need to think about using some of the sand on our Fort Lauderdale beach for transportation in that area.

Can you imagine what would happen if it can be approved and done right? That you could ride a bicycle, walk a dog, or whatever, on the sand beach -- not sand beach anymore, but in -- all that stretch could be another way.

So I guess -- what do we have here? Is Josette still here? I guess we -- I need to be talking to her, or Alan does.

Anyway, any other members have anything?

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Of course, Raymond has something. Good.

MR. MCELROY: Can we -- can we ask -- and hopefully it's not too big of an ask for the BCT office, but would it be possible that we ask them to come to every meeting going forward?

There's just so much money on the line, and so much information with all the PREMO planning, I just want to stay on top of it so we don't get

overwhelmed at any point.

CHAIR COOLMAN: Who?

MR. MCELROY: BCT, Coree -- either Coree or -- or someone who could speak for her behalf, just to constantly give us updates.

MS. CASSINI: Yes, I can ask.

CHAIR COOLMAN: She's here quite often anyway, but I guess every meeting, maybe she can make it.

Anybody else have any comments before we move into --

MR. ALLEN: Mr. Chairman --

CHAIR COOLMAN: -- General Counsel Report?

MR. ALLEN: -- Mr. Chair. Mr. Chair, just inquiring, do -- did we ever get a scope back from the Auditor relative to the performance audit scope?

MS. CASSINI: We did not.

MR. ALLEN: Okay. Can we maybe run the flag up to see where we're at on that?

MS. CASSINI: I just did, yes.

MR. ALLEN: Okay.

MS. CASSINI: Yeah. I just spoke with them. We should be getting a - for your April meeting. I -- I'll wait, though. I'll add that. It's in my report, so I just -- if anybody else has anything first.

GENERAL COUNSEL REPORT

CHAIR COOLMAN: Mr. Klitsberg, do you have anything?

MR. KLITSBERG: I do. Again, I appreciate the -- the time, the questions, and the comments regarding the third amendment.

It's something that I obviously talked to you all about at the -- the first meeting that I was here for as we began our relationship at the beginning of 2024, end of 2023.

And, again, the goal for that, while wasn't able to reach it in year one, I think we are, again, at that finish line.

I also had mentioned to you all at the end of last year that we were bringing on a -- another attorney to the surtax team. He joined us earlier this year, at the beginning of -- in January.

He's on the phone now. He had another matter earlier this morning to -
- to complete and was unable to be here.

Named Douglas Gonzalez. Doug is a very experienced municipal and local government attorney here in Broward County. Previously was the City Attorney for the City of Hollywood, the City Attorney for the City of Margate, a partner at one of the firms, Weiss Serota, in -- in Broward County that represents a number of our municipalities.

He's become a key member of our team and -- and the MAP team as a whole. Is very much involved with, and is going to continue to be involved with as we refine and hone the third amendment with the cities.

And the perspective that he has, coming from the municipal side of things, has been very important up to this point, and will continue to be important as we -- as we finish off that agreement.

And I just wanted to let you all know that he had joined the team and -- and welcome him.

And it's been fantastic having him. And especially somebody with the experience that he has and -- and, again, the knowledge base that he has coming from the municipalities, since so much of what we do is the interface with those cities, making sure that, even though we may think that we are trying to do things looking from their perspective, the perspective that he has is extraordinarily valuable to that.

And that's all I have to report.

Thank you.

MR. HOOPER: Is he only working for the Surtax Oversight Board -- or for MAP, I mean?

MR. KLITSBERG: No, he is one of the -- so the -- the -- the surtax legal team provides legal representation not only to the Oversight Board and the municipal side of the surtax, but also represents Broward County Transit and Transportation Department, all of the agencies within the County that have funding from the surtax.

So when you see folks from Highway Construction and Engineering, and they're talking about the port bypass road, the

drafting of the agreements for the port bypass road are things that flow through our team.

MR. HOOPER: So does the surtax pay a portion of his salary?

MR. KLITSBERG: The -- he -- he only works on matters where the surtax is --

MR. HOOPER: That's what I meant.

MR. KLITSBERG: Yes. He is --

MR. HOOPER: So it's only --

MR. KLITSBERG: -- he is dedicated --

MR. HOOPER: -- towards that.

MR. KLITSBERG: -- to surtax-funded projects and agencies.

MR. HOOPER: Okay. Thank you.

CHAIR COOLMAN: Yeah, I'd raised the same question. Your staff is growing, but the workload that we have is --

MR. KLITSBERG: Is --

CHAIR COOLMAN: -- growing and going to continue to grow.

MR. KLITSBERG: Yes. Especially as we -- especially as --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. KLITSBERG: -- BCT does more capital projects.

CHAIR COOLMAN: I was being very conscious of surtax money and how many attorney we had, okay?

And I want to thank you, especially for the third amendment, and

being visionary with -- with trying to -- I think we have the cities going in the right direction, right?

MR. KLITSBERG: I -- I think --

CHAIR COOLMAN: I hope they have us going in the right direction.

MR. KLITSBERG: -- I think that -- again, we've been -- we've had such a -- please don't jinx anything, sir.

But we -- I -- I think that we've had a very collaborative relationship with the cities, and, again, a very creative -- you know, folks in MAP administration and in County Administrator's office to -- to be developing something that, you know, again, goes a little bit outside the box of where we've been.

But, you know, I -- I've talked about the fact that we're at the point of this program being five years old. It's not -- you can take the bumpers off, you know, and -- and start letting it roll.

CHAIR COOLMAN: Well, it's growing experience.

COORDINATOR'S REPORT

CHAIR COOLMAN: Gretchen, I think you're last on the list.

MS. CASSINI: So -- yes. And I -- I will make this very brief. And I do very much respect those of you that have other places that you need to go.

But we -- we -- we need to -- we need to get some consensus from this group going forward regarding a few things.

And so I'm going to just mention to you all that at our next meeting in April, we have a very packed agenda. So I want you to be prepared, especially if we're going to add BCT to it.

We have the nomination of our Chair and our Vice Chair, so please be thinking of that.

We do have a mandatory ethics training that you all have to do every year.

We have our external financial audit that will be here, so that team that comes and does their update to you.

We will have the internal auditors that will be providing an overview of their surtax scope and the engagement plan that they have for the entire surtax program, as well as what they came and talked to you about.

We have a presentation from FDOT District 4, as well as our Traffic Engineering Division, on all of their innovative traffic system management and operations. So that's the TSM and O update.

They came to you back in 2019. They do this every five years.

And we have also been asked by several of you to do a state and federal legislative update focused on grant funding. So that's on the agenda.

Third amendment updates, and now BCT.

So I -- I wanted you all to -- to know that this a -- and it's a long meeting. We'll break, we'll have lunch.

Then we'll do the ethics training afterwards, as typically.

We did have --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: That's April 25th. April 25th.

I -- I know we need to adjourn before I have the next conversation, so I will wait until we adjourn, and then I have one more thing for you.

MR. ALLEN: Gretchen --

MS. CASSINI: Sir.

MR. ALLEN: -- am I on?

MS. CASSINI: You are.

MR. ALLEN: We had discussed the possibility of exempting ourselves from the --

MS. CASSINI: Wait, wait, wait, wait.

MR. ALLEN: -- (inaudible) --

MS. CASSINI: Wait. Wait. That's not right now. That's for the -- that's -- that's coming up next. We are going to have that conversation --

MR. ALLEN: Oh.

MS. CASSINI: -- but we need to adjourn first.

MR. ALLEN: Oh, okay.

UNIDENTIFIED SPEAKER: (Inaudible.)

ADJOURN

UNIDENTIFIED SPEAKER: (Inaudible) ask for a motion --

MR. HOOPER: Motion to adjourn.

MR. ALLEN: Oh, am I going to lose contact?

CHAIR COOLMAN: Excuse me.

I'm going to ask for a motion to adjourn.

MR. HOOPER: So moved.

CHAIR COOLMAN: Second?

MS. MADDEN: Second.

CHAIR COOLMAN: Second, Debbie.

So we are going to adjourn the meeting --

MS. CASSINI: Okay.

CHAIR COOLMAN: -- February 25th, at 2:27 p.m.

(THE MEETING ADJOURNED AT 2:27 P.M.)