

MINUTES

INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

AUGUST 22, 2025

MEMBERS PRESENT:

Anthea Pennant-Wallace, Chair; Selected Designee of Broward College

Deborah Madden, Vice-Chair; Environmental Sciences

Phil Allen, Retired, Finance

Douglas Coolman, 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

Also Present:

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

Gretchen Cassini, Board Coordinator

Roy Burnett, Program Project Coordinator

Coree Cuff-Lonergan, CEO/General Manager of Broward County Transit

Abhishek Dayal, Chief Infrastructure Officer

Barney McCoy, Assistant General Manager, Service and Strategic Planning,
Broward County Transit

Sandy Michael McDonald, Assistant County Administrator, Broward County
(Former Director of OESBD)

Tony Hui, Deputy Director, Broward County Public Works Department

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

Maribel Feliciano, Assistant Director, Office of Economic Small Business
Development

Tashauna Wilson, Marketing Manager, Office of Economic Small Business
Development and Surtax

A meeting of the Independent Transportation Surtax Oversight Board,
Broward County, Florida, was held at One North University Drive, First Floor
Boardroom, Plantation, Florida 33324 at 9:30 a.m., Friday, August 22, 2025.

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

CHAIR PENNANT-WALLACE: Okay. I know it's just about 9:32 and Alan will be on his way, but we're going to go ahead and get started. Good morning, everyone. So good to see so many of you here. I just want to thank you all for your participation and for those of you who are here in person and those who are virtually chiming in. Unlike recent years, we have consolidated the Annual Budget Workshop and the Fiscal Year 2026 budget approvals into one meeting. So, it's going to be a long meeting.

So, we want to try to get through as much as possible today, as quickly as we can. Members, I just want to remind everyone to speak directly into your microphone for the recorder so we can make sure we can capture your comments verbatim. If you are not speaking directly into the microphone, then it means that we're going to have to ask you to repeat yourself, which is only going to delay our meeting today. So just to get started, Roy, do we have anyone signed up for -
- from the general public? For comments?

MR. BURNETT: Yes, we have three. Three individuals signed up.

CHAIR PENNANT-WALLACE: We have three.

MR. BURNETT: Yes. For mobility related topics.

CHAIR PENNANT-WALLACE: All right, can you go ahead and call?

MR. BURNETT: Yeah. We'll start with Miguel Fernandez from Pembroke Falls.

MR. FERNANDEZ: Good morning. Thanks for the opportunity to speak today. My name is Miguel Fernandez. I'm here representing Pembroke Falls Homeowners Association. The reason I'm here is we will be impacted in all ways with the sharing expansion project that is taking place and being considered. I want to make sure we set the record in terms of - - we have - - we're a large community, 2,000 plus homes, several thousand residents and even though we're being affected, we have a group of people that really don't like the idea. They're against. But we also have a group of people that are excited and would love for the project to move forward. So, my point is we would like very much to be part of the conversation, to be engaged, to be. To see how we can work together, regardless of how the Committee and the Department decides to move with the project that we're considered and that we can be part of any solutions or recommendations. Thank you.

CHAIR PENNANT-WALLACE: Thank you.

(Mr. Hooper arrives.)

MR. BURNETT: Thank you. And next we'll have Herbert Vargas from Pembroke Pines.

MR. VARGAS: Thank you. Good morning, Madam Chair and Members of the Oversight Board. I really want to - - First of all, I want to thank you for the work that you do. It's very important that somebody's looking over how our tax dollars are spent. My name is Herb Vargas. I live at 12507 Northwest 18th Manor in the community of Pembroke Falls. But I'm here more as a technical

person. I'm a traffic engineer. I've been in transportation for the last 34, not the last but for 34 years, the last four years now in real estate, but before that I've been 34 years in the traffic and transportation business in the states of Florida, California, Texas, -

(Meeting interrupted by hacker.)

MULTIPLE SPEAKERS: (Inaudible.)

MR. VARGAS: I've been in transportation business in Florida, California, Texas, Colorado and Virginia and bring 34 years of experience. My main topic that I want to talk to you guys today, is that your focus is mobility. Mobility Advanced program. In mobility, what we technical people are aware of is that we want to address the nodes, the intersections, not necessarily the expansion of the links of the highway links, because the links may have plenty of capacity. But when you get to an intersection and intersections of bottleneck, all we're doing by building the link, we're building a bigger parking lot that causes more pollution, more idling. Well, if you take care of the node, you make the cars go through, you reduce delays, you reduce congestion, you reduce pollution and you save gas and all those things. I bring that up because of the issue of Sheridan Street. In the past, you allow me to talk to you over the phone and I want to thank you for that. But Sheridan Street's a good example that the priority of Sheridan Street improvement should be on the intersection of Sheridan and Flamingo. We need to take care of the node because if we don't take care of the node, we don't take care of the intersection. Doesn't do us any good to add three lanes in each

direction of Sheridan Street. So that issue will be - - I was hoping that by now, because we've been working on this for almost a year, year and a half in many ways with the City and then with the County, that I was hoping that by now we will have a budget as part of the resurfacing project between 126 and 145th because we have potholes, it's really bad state. And do the Flamingo and Sheridan Street probably next year as an intersection improvement. Unfortunately, I haven't seen that change. I haven't seen that moving. But I'm hoping that by the October meeting, we're going to have a special item here to discuss about that project. But I just wanted to bring it up that as you consider your budgets this afternoon, you think about that. Put your emphasis on the nodes, less on the expansion. We have another issue with Pine Island and Griffin Road. That's the same thing. The problem is Griffin Road and Pine Island, not going from four lanes to six lanes on Pine Island. It's cheaper and it's easier to build Pine Island, but it doesn't have a problem. Same thing here on Sheridan and Flamingo. So, I really want to thank you for your time and I really want you to consider that I'll try to come back for this afternoon. I don't know if I will be able to do it. But as you consider the budgets. And the reason being is that I know you're the recommending body to the County Board. The County Board can always change it, your budget, but it starts with you. So that's why we wanted to talk – I wanted to talk to you. Okay. Thanks a lot. Thanks for your time.

CHAIR PENNANT-WALLACE: All right. Thank you. Sir.

MR. HOOPER: Can I ask a question? Do you mind?

CHAIR PENNANT-WALLACE: All right.

MR. HOOPER: What item is this? Are you referring to?

CHAIR PENNANT-WALLACE: Public comment.

MR. HOOPER: No, no, no, no. The projects he's talking about, are they items we're going to be discussing?

MS. CASSINI: No, that's why he is not speaking during the action items. He's speaking during public comment because this is a project that you funded in FY 2023. It's an existing project that's funded with the Surtax.

MR. HOOPER: Okay, thank you. Thank you.

MR. McELROY: So, wait, can we do anything for them?

(Speaking away from microphone.)

MR. McELROY: So, does he know that?

MS. CASSINI: So, we're going to go through public comment and then we're going to let our traffic, highway construction and engineering division respond and give you a sense of what's happening so that you have the full picture. Okay?

MR. McELROY: Okay.

CHAIR PENNANT-WALLACE: All right. Thank you. Roy, do we have anybody else?

MR. BURNETT: Yes, we have one more. Keith Poliakoff from Pembroke Pines. Thank you.

MR. POLIAKOFF: Thank you, Chair, Members of the Board, Keith Poliakoff. I'm actually the Town Attorney for Southwest Ranches. We knew that the Sheridan Street Project is not on your agenda, but because we heard our friends from Pembroke Falls were coming out, I was asked to attend as well. To watch. I reached out to Richard Tornese prior to the meeting. The Town will be working directly with the County to ensure that our fears and issues are met concerning the project. We thank you all for your important work you do. We know it's not on the budget today, but we were asked to come anyway just to make sure there was nothing new on the topic, which I see there's not. One final issue just to mention totally aside, I also do work with the City of Hollywood. And last year they came forward with a project for the bifurcation of Hollywood Boulevard to cut through the old Publix there. Just a reminder for this Board, it was essentially withdrawn and then put back in the State in the - - in the recent budget hearing extended their funding of that project for three years. So, we would ask that the Board continue to consider that important project as well.

MS. CASSINI: May I respond to that particular issue for the Hollywood Bifurcation Project, please?

CHAIR PENNANT-WALLACE: Go ahead. Please.

MS. CASSINI: So, there is a new element of the Third Amendment called the Grant Match Program that we've talked to you about in previous meetings. And I know that Mr. Klitsberg is going to mention again later in this meeting and I wanted to make sure that you were aware that your client has

submitted for that project to the Grant Match Program which should be available as soon as the Fiscal Year 2026 funding is released and is under consideration right now.

MR. POLIAKOFF: Thank you. Well, thank you for your consideration of that important project as well. Thank you very much.

CHAIR PENNANT-WALLACE: All right, I think if we have no one else to make any comments, I just want to note that Mr. Frazier is going to be absent today so we can go ahead and move forward to - -

MS. CASSINI: Did you want Mr. Tornese to speak to the Sheridan Street Project?

CHAIR PENNANT-WALLACE: Right now?

MS. CASSINI: Yes.

CHAIR PENNANT-WALLACE: Okay, go ahead.

MR. HUI: Madam Chair, if it's okay. Tony Hui, Broward County Public Works, if I can start and then you have specific questions from Mr. Tornese, he'd be happy to answer them. First of all, I just want to say thank you for the gentleman, for taking the time out and speaking, speaking of this issue today because I think it is – it is an important community issue that affects a number of people. What this is relates to is our Sheridan Street Expansion Project. The Board has seen that project. A couple years ago we funded it. We're currently in the process of designing the project and that's why it's not an action item for you today. Now, as part of our design in terms of expanding the road, a couple months

back we had a meeting with the community as part of what we typically do in terms of public participation and had a lot of good comments. I think there was like a lot of good comments that were for and there were comments that were against, and you know, just as part of our normal process when we receive the comments, we go back and we just sort of evaluate and taking, you know, all the steps, make sure that all the comments are considered. We may agree with some, we may not agree with some, but we want to go through the process and make sure that they all considered. So we're in that process right now. We're getting close towards the end in terms of getting back in terms of with the community. So we expect to be finished with that shortly, within a month, month and a half or so. And then at that point in time, what we will do is that we'll again go back to the community and sort of explain. This is what you brought up, this is what our evaluation are, and we sort of go through that process. So that's kind of where we are right at the moment. And shortly we, like, as I mentioned, within a month or so we'll be getting back with the community, providing with more details. And I think this project is going to be a good project, you know, for that area and then also for the County as a whole. If there's specific questions, I'll be happy to try to answer them or Mr. Tornese will try to, you know, try to answer them for you.

CHAIR PENNANT-WALLACE: I don't want to delay our meeting moving forward, but I'm just kind of curious, what are some of the overarching complaints that you're hearing?

MR. HUI: Well, I think there was like some of the complaints is. Some of the key ones are. Example, as an example that in that initial concept, we're expanding the road so it's adding another lane on each side, so it's getting a little bit closer to the community. And then there's concerns about noise, there's concern about some lighting issues, in terms of how it would affect the community. And I think there were issues that were raised in terms of, is the project needed. And so, you know, we want to be able, you know, we believe it is and that we want - Part of our process in our evaluation is to conduct additional traffic counts and so forth, to just sort of, you know, answer, you know, some of those questions.

CHAIR PENNANT-WALLACE: Okay. So, I think we need to celebrate the advantages of having these projects as much as possible.

MR. COOLMAN: I'm a little confused whether we're talking about one project, two projects or three projects. I may be the only one. But I need a better explanation of what the three gentlemen were asking for because there were no visuals. I'm sorry, I. I don't understand.

(Mr. Smith arrives.)

I understand the process is a little bit going - - ongoing, but what, what exactly happened? These projects didn't get approved or - - I need a little more explanation of that - -

MS. CASSINI: That -- through the chair. The project was a project that you all saw two Fiscal Years ago. You provided Surtax funding for the design of the project and, I believe, construction --

(Speaking away from microphone.)

Yes. So, there's also construction funding from the Surtax for this project. They're in the design phase right now and the individuals that are here are trying to make sure that their concerns are captured before the design is complete. That is it.

MR. HOOPER: Thank you. Yeah. I think it's important that we do talk about it because the public comments are the most important to me because that's why we're here, is to protect the public. But the question is, because I heard one person say that an expansion of the road, do we even need it? And then you said, Mr. Hui, that we do need it, that you think we need it. And I would imagine that if we're expanding a road that, at least during peak hours, it's pretty congested and that there's already been a traffic study done. Can you expand on that?

MR. HUI: Yeah.

MS. CASSINI: Microphone.

MR. HUI: Okay, good. Yeah, it's the road, I think, actually we talked about this a couple years ago when, you know, when the first project first came up. And if you take a look at it, during the peak hour situation, the road is definitely congested traveling along that segment to either side of i75. So in all of the traffic

counts that you know, that we've seen, the rate from traffic results from FDOT and so forth, it certainly demonstrates that the road is over capacity now. And then as it, as we go forward, it's going to be continued to do so in the future. And so, you know, we, again, as I mentioned, that that subject that was brought up during the commission, excuse me, the community meeting, and what we wanted to do was that we just want to again confirm that. So we, over the last couple months, we have conducted additional traffic studies and so forth. And then once all those are ready, we're going to, you know, present all that information, you know, to the communities to sort of, you know, demonstrate the need for this expansion that we've been talking about.

MR. HOOPER: And on the question about the intersection versus expansion, that the intersection could be the issue, are you also looking at that?

MR. HUI: Of course.

MR. HOOPER: And then you're going to go back and let the community know what you found?

MR. HUI: Yeah. And I think there's some merits too, the importance of the intersection expansion. They don't entirely agree with that the road itself may not be needed, but that's part of our evaluation that we're going through. I think there's advantages to doing some of the things that we've been talking about, but I think what's important for us is that as we go through it, we need to make sure that the concerns that have been raised by the community, some of the issues about noise and proximity to the community and so forth, they are addressed. I

think there are ways that we can work with the community as engineers to make this a win/win situation for everyone.

MR. HOOPER: And that's the point. The point is that, I mean, there's one thing where people, some people just say, "no, no, no, no, no, I don't want change, I don't want change." That's one thing. But when the public or people from the public that live in the neighborhood are coming to a meeting that are trying to give you functional support on how the road functions, the intersection functions, I would say that the person that drives it every day has a lot of real good advice for some input that should be included in the design. So, if that's happening and if the community feels like that's happening, I think it's important that this Board supports that. Thank you.

MR. HUI: Absolutely.

CHAIR PENNANT-WALLACE: If I can just piggyback on what you're saying, just to be clear, a traffic study was done before this project was put forth, correct?

MR. HUI: Right.

CHAIR PENNANT-WALLACE: But it was never socialized to the community that we were thinking about doing this project.

MR. HUI: Well - -

CHAIR PENNANT-WALLACE: Prior to, because we've already made some investment in this whole process and we're at the design phase now. So, I'm just wondering, prior to doing large expansion projects like this where it could

impact residents, are we being proactive in making sure that the residents are aware that this is possible project?

MR. HUI: We certainly are. And I think that's part of, you know, the results of this. And like I said, I appreciate these gentlemen for spending the time to come out. And then, you know, on all of these projects, we, you know, we reach out to the municipalities as, you know, as a first step, make sure that, you know, that they understand, they agreed in terms of concepts. And then we also reach out to the communities that these are the things that we're thinking of and definitely want to take their comments into account. In addition to gentlemen, all of the people that are impacted by the road, I think we have an obligation to do that and that's our normal process.

CHAIR PENNANT-WALLACE: Okay, good. Thank you.

MR. McELROY: Anthea, real quick. Do you know the level of service currently on the road and the future level of service and then what the level of service projections will be in 5 and 10 years?

MR. HUI: The level of service is. It is a D or F at the moment?

MR. TORNESE: This is Richard Tornese, Director of Highway Construction, Engineering Division. That's not really the best way to really review if the road needs improvements for congestion. It is delay and timing and the time you get from point A to point B. So we did more in depth analysis beyond what we normally do for level of service to actually make sure that the improvements

are needed. So, we're doing that now, we're finalizing it and we're going to show it to community.

MR. McELROY: Oh, so you do not know the current time savings?

MR. TORNESE: No. A level of service effort during peak hours. In certain points, yes.

MR. McELROY: So the level of service is at - -

MR. TORNESE: At peak hours at certain directions - - it is a directional thing too.

MR. McELROY: So then level of service, what do we think in five or ten years?

MR. TORNESE: It's, it's going to get worse without any improvements.

MR. McELROY: No, no. But once if we do the expansion project, the future level of service because of induced - -

MR. TORNESE: We go by delay, we go by delay, we analyze it by delay, we - - the level of service is still going to be F.

MR. McELROY: So even post expansion project, the level of service - -

MR. TORNESE: But - -

MR. McELROY: - - will stay at F?

MR. TORNESE: A more precise way of knowing what the improvements will do is, basically, travel time. So if you get delay at intersections, one point to the next point is more appropriate than level of service. And some of the A, B, C,

D, E, F is not really the way. That's just a general way that we look at things. But that's not specific enough. But if we - -

MR. McELROY: Okay, let's discard level of service. I'm just asking specifically what is the time savings then? Like what is the metric?

MR. TORNESE: Well, we'll, we'll be preparing that and sending it to the community. We're still looking at it and evaluate, make sure that data is correct and we're going to come back to the community in a month, month and a half, like Tony said and we'll present it. We're not at a point right now to present it. We're still analyzing.

MR. McELROY: Okay. I'm just. Okay. I wasn't here in 2023 when the vote was taken. I'm just kind of confused - - why we would be spending money on an expansion project. On an expansion project that doesn't have a time savings metric attached to it. It seems like - -

MR. TORNESE: Initially it did with the F. Just now we're trying to do more of an analysis to show what the time savings, whether you do it just the intersection of Flamingo versus the whole corridor. So, there's more to it - - that we took more of an in depth review of the roadway link.

MR. McELROY: Okay. Yeah. If you could ever let us know what that -

MR. TORNESE: Oh yeah, absolutely. No, no. When it's ready, we'll be published again. No problem.

MR. McELROY: I appreciate it. I'm glad you guys are working all together and that's the best outcome is to keep working together.

MR. TORNESE: All right, thank you.

CHAIR PENNANT-WALLACE: Awesome. Thank you. Thank you. All right, we have a lot to get through today so let's, let's go ahead and move into roll call. I think we have. Everyone is going to be here, here. Go ahead. Roy, you want to lead us?

Roll Call – Program Project Coordinator, Roy Burnett

MR. BURNETT: Good morning. Alan Hooper?

MR. HOOPER: Here.

MR. BURNETT: Thank you. Anthea Pennant Wallace?

CHAIR PENNANT-WALLACE: Here.

MR. BURNETT: Thank you. Debbie Madden?

VICE-CHAIR MADDEN: Here.

MR. BURNETT: Douglas Coolman?

MR. COOLMAN: Here.

MR. BURNETT: Thank you. Erdal Donmez.

MR. DONMEZ: Here.

MR. BURNETT: Phil Allen.

MR. ALLEN: Here.

MR. BURNETT: Thank you. Raymond McElroy?

MR. McELROY: Here.

MR. BURNETT: Thank you. Shay Smith.

MR. SMITH: Here. Ronald Fraser's absence today. Thank you. Chair, we have a quorum.

CHAIR PENNANT-WALLACE: All right. Thank you. All right, so I think we have a special presentation this morning.

[Laughter.]

Special presentation by Chair Pennant-Wallace

CHAIR PENNANT-WALLACE: I love these special presentations. Although, of course, for this one. You know, when I learned at first that Sandy Michael McDonald was being promoted to an Assistant County Administrator, I was both thrilled that his professional talents were being recognized, but also a little sad to think that we would no longer have him standing before us, giving us presentations about incredible impact that the Surtax is having on our business community. But I know that his replacement is pretty strong and so I'm looking forward to working with her as well.

So, colleagues, please join me in welcoming Mr. McDonald to the podium and extending our gratitude for the work he has accomplished as director of the County Office of Economic and Small Business Development.

[Applause.]

Sandy, we're so happy for you. Thank you.

MR. McDONALD: Thank you, Madam Chair, and to the previous chair and to the first chair and to all the Board Members. It actually has been a thrill being with you from inception and recognizing that you as well as the Broward

County Board of Commissioners, when you set out to do this, that you were intentional about making sure there were going to be true value added opportunities for the businesses in your community. Because the businesses in your community also represents the constituents in your community, the residents in your community. And someone decided that economic impact for a 30 year project was just as important as reducing the congestions and the emission and taking a look at where we're going, even with the expansion of rail. So, we were excited from day one. We're still excited. As the chair just said, trust me, you are in great hands. Not even good. You know, I'm in a commercial about Allstate, or whoever it was, you're in good hands with - yeah, I guess it was Allstate. Hey, you're in good hands with the new director, Ms. Feliciano, who has been with the County double the years I've been with the County. But she's been in our office over seven years, so everything I know, I knew all the things in a new vision that she has for what you are doing, what you want to do and how you want to be, or make sure that the business community is inclusive of creating these real opportunities and growing jobs and growing opportunity that continues without a hitch. So I just want to say thank each of you for your support and you've given absolutely nothing but support since day one and some of the challenges and some of the recommendations to making sure that an inclusive community of businesses had a chance to recognize what was happening for 30 years plus, I'm still going to say plus, because at the end of the day this should continue. I am

just excited that I had a little chance to be a part of it. So again, thank you. And also thank you for just bringing me back for the last time prior to Maribel.

(Speaking away from microphone.)

CHAIR PENNANT-WALLACE: I don't know if any of the Board Members want to say anything, but we also wanted to present you with this.

MR. McDONALD: Okay. Thank you. Thank you. Appreciate you guys. Absolutely.

CHAIR PENNANT-WALLACE: In our appreciation for everything that you have done to support our work and to just strengthen this mission.

MR. McDONALD: Thank you.

CHAIR PENNANT-WALLACE: All right, good. Congratulations.

MR. McDONALD: And I'm still around. Thank you, guys.

CHAIR PENNANT-WALLACE: Without any delay, I also have the great pleasure of introducing all of you to Maribel Feliciano.

[Applause.]

Who is an accomplished professional who has worked beside Sandy for many years and she's now promoted to the position of Director. So excited to see you here. I've worked extensively with Maribel, so I'm really happy to see you in this position, Maribel.

MS. FELICIANO: Thank you. Good morning, everyone. Madam Chair and Board, I know many of you, the ones that I don't know, looking forward to meeting you. But yes, I've been with the office for seven years managing the day-

to-day operations of the office, all the sections within the office, including our MAP team. So, I'm really looking forward to working with all of you and our MAP team to continue to advance the goals to support our local small businesses as we are investing in our transportation infrastructure, etc. So, we have a presentation. Thank you.

MAP Broward Small Business Highlights

MS. FELICIANO: But first I would like to speak briefly about our program and how do we work with the cities, how do we work with the other County agencies? Right. Before any projects go out on - - this on the street, our office review those solicitations. We work closely with the cities to make sure that those projects get to us in advance. And then we assign the goals. As you all know, 30% is our primary goal. We can assign a higher goal if we have enough certified small businesses in our directory. So, once we assign that goal, those projects get solicited by either the cities of the County. We work closely with those project managers to make sure that they're reporting on payments to the small businesses. But also, we want to make sure that as the small business are getting paid, that we're also measuring the economic impact of these projects. Right? So today we're going to share with you some of the highlights based on progress to date. As you can see on the slide, we have the awarded projects since the program started. We're meeting and exceeding our 30% goal, 36% on the County

projects, 39% on our municipal projects. And we continue to review projects on a weekly basis to ensure that we are continuing to meet that goal.

We believe that it's critical to continue to provide training to our municipalities. The staff and the cities are changing, so we are doing training on the annual basis with the cities to make sure that the staff responsible for these projects understand the process, to submit the solicitations to us in advance for us to be able to assign the goals and then to ensure that those projects are being monitored on a regular basis. We have a workshop coming up, it's going to be October 9th, with the municipalities because what we're going to do is we want to start highlighting those municipalities that are doing really well, not only meeting the goals, but exceeding those goals. We want to highlight the primes, we want to share the success stories, right? We don't want the end users, the people that are doing the work. We want the small businesses to tell their story, which we think is more impactful. In addition to that, we are going to - - we have 25 more years, right? So, we continue to promote that. Before it was 30 for 30, now it's 25 for 30. So, we want to make sure that we continue to tell that story and that we have a dedicated funding for our transportation projects and that we're committing to supporting our local economy. Next. The previous one, please. Yes, these are the reviewed - - There you go.

These are our reviewed projects to date. And as you can see again, 29% averaging on our County projects, 33% on our municipal, totaling 415 dedicated, committed to our certified small businesses today, which is significantly

impactful. Going back to the outreach, we have a contracting opportunities workshop coming up October 8th. This is a workshop we do. We receive over 800, over 300 attendees. And we talk about all the projects that are coming up in the next year, two years, three years, capital projects.

MAP is going to be there speaking about all the MAP projects that are coming down the line because we want our large and small companies to know what are the projects that are coming. Get ready now, get certified now, if you're not certified yet. So, we can continue to assign these hefty goals to our transportation projects. And on a previous meeting, we share with you the projects that are not only meeting the commitment, but they're exceeding the commitment. We shared that with you in February and also during your May meeting. And we plan to do that as we continue to come back to you, we want to share with you, we assign a goal which is a recommended goal for small business participation.

The prime sometimes select or commit to a larger goal which we love. Right? And then they exceed that commitment on many of the projects. So again, that's the success story we want to continue to share. And this - - We have 106 active projects that we're monitoring at this time. And we like to run our model and plan. We have brought this information to you in previous meetings as well. So, we can share with you the direct impact of these projects, the number of jobs that we are creating, that you are creating based on your decisions, your policy decisions that you're making, and the commitment that we

have made to our community. And as you can see, \$796 million on both direct and indirect. Over 4,000 jobs. And this is - -

(Meeting interrupted by hacker.)

We're talking only about the 106 active projects we're monitoring right now.

So, we're going to continue to run this economic impact analysis. This is a projection based on active projects. We want to go back to these projects after the projects are completed and really evaluate those numbers to then verify that information. And now I can open it up for any questions.

The final slide is just the explanation of the direct induced and indirect, which I know we've shared with you in previous meetings as well. Any additional - - Any questions for us? Yes, thank you.

(Speaking away from microphone.)

MR. DONMEZ: With your appointment. One question is on the first page. The total County compliance rate of 41%. Is that a typo? Just wanted to make sure - -

MS. FELICIANO: That that's the average. What we just did is we averaged the two. And that is a typo. You are correct.

[Laughter.]

MR. DONMEZ: Yeah.

MS. FELICIANO: Good catch. We will correct that.

MR. DONMEZ: No problem. Thank you for everything, you guys.

MS. FELICIANO: Thank you.

MR. SMITH: I had a quick question in terms of - - and you might not have this, you know, on the spot, but I'm curious, in terms of concentrations that might be included in these numbers. So, in other words, like, obviously we want to make sure that the CB - -

You know, commitment and opportunities are kind of pushed down and we're pulling new people kind of into this. So, I'm just curious, if you were to look at the total number, like, how - - what would be like the largest concentration?

MS. FELICIANO: You're referring to the type of small businesses.

MR. SMITH: No. More the actual. The actual business itself. So, in other words, is there - - are there. If you look at the population, are there entities that are taking up like a very large percentage? Let's say as a, as a participant.

MS. FELICIANO: And you're talking about the companies. Right?

MR. SMITH: Correct.

MS. FELICIANO: So, are the same companies winning the same contract?

MR. SMITH: Correct.

MS. FELICIANO: Is that your question? We can definitely look at the numbers and provide the detailed information on all the projects for who the primes are and - - bless you. And who the subcontractors are. Yeah, we have all that information.

MR. SMITH: Yeah. I was just curious about it.

CHAIR PENNANT-WALLACE: And I think there's a point, too, where if they keep getting more business, they're going to essentially, I don't know, graduate from the program.

MS. FELICIANO: They're going to graduate.

CHAIR PENNANT-WALLACE: Right.

MS. FELICIANO: Which is a success, right? I actually signed a few graduation letters this week to companies that are graduating from our program, which is a great success story. Right? We want our businesses to grow beyond our small business program because that means now they're going to start competing with the big guys.

CHAIR PENNANT-WALLACE: Awesome. So we know Sandy set the bar really high.

MS. FELICIANO: He did.

CHAIR PENNANT-WALLACE: I'm glad that you were there with him. So, you understand what the expectation is.

MS. FELICIANO: Yes. So, I completely understand the expectation.

CHAIR PENNANT-WALLACE: You understand the assignment - -

MS. FELICIANO: - - and looking forward to working with all of you.

CHAIR PENNANT-WALLACE: - - For you to continue this trend of exceeding these goals and making us proud. Thank you. I'm so happy for you, Maribel.

[Applause.]

MS. FELICIANO: Thank you, everyone.

CHAIR PENNANT-WALLACE: All right, take care. Thanks. Thanks, Sandy. I hope you pop in to see us every so often just to say hi. All right, I think next up we have Tony from Public Works.

MS. CASSINI: You can control the slides from that.

Broward County Public Works Department

MR. HUI: Oh, okay. Okay. Good morning, again, members of the Board. Thanks for the opportunity to come before you and talk about our program and where we're at and so forth. What I'll be doing is I'll be speaking very quickly about some of the accomplishments that we have made this past year, talk a little bit, talk in some detail about our recommended budget for next year, and then just sort of recap what we're going to do over - - what we're planning on doing over the next five years.

So that's sort of what I would want to discuss with you this morning. And just very quickly, or before we get into the projects we completed, we continue to be very - - The County staff as a whole continue to be very busy working on Surtax projects. We have about 130 projects or so that we're currently working on various stages, designing and also construction, including the procurement and, you know, that type of thing. Over this past year, we completed 11 projects, and I want to run through them very quickly. I think you can see some of the highlights and photographs of some of the projects that we've done.

As an example, this is one of the ones that we want a project we completed in Lyons road. This is the finished product. A beautiful road with bike lanes and so forth added to it. We continue to build out our fiber infrastructure throughout the County. This is part of the backbone that we've been constructing since very early in the program. Three of those projects were completed this past year. We also were able to complete one of the intersection projects that was very important to us. And this intersection project was at State Road 84 in U.S. 1. This project was completed - - we straightened out the road and sort of increased the capacity and efficiency of the road.

And what's important about this project is that when we talked about it before is that by improving this project, it leads right into our bypass road project that we've been talking about. And Richard's not here to take credit for it, but the bypass road project is not completed yet, but is very close to completion and is actually one of the - - is actually a project that is running ahead of schedule. And so, we, you know, we expect that once that road is completed with the new intersection improvement that leads up to it, this is going to be, you know, a significant improvement.

You know, that the Surtax has been, you know, obviously a big part of, in terms of funding and so forth. So, we're excited about this intersection project. Next time we speak with you again, we'll certainly let you know that the bypass road will be completed in short order at that point.

Some of the other projects that we've done, we also spend our resources in our BMSD areas. A lot of sidewalks have been completed in both the Franklin Park and Washington Park neighborhood improvements, increased mobility in that area, also safety for pedestrians to be walking. And then also as part of it, we also improved the drainage in this area that we typically work together along as part of a site, as part of our sidewalk projects.

MR. HOOPER: Isn't that one of the areas that got hammered when that flooding event occurred? I mean, really bad.

MR. HUI: Yeah, and it's - - unfortunately, many areas in our BMSD do face drainage issues. And then in addition to the sidewalks, there are other areas that we're also trying to build up the better drainage infrastructure as a whole. Some of the screw zone projects, we continue working on them. We've been working on them in conjunction with the school Board in terms of priority and so forth. And so those are some of the projects we completed. We're very happy with them. Yeah. Mr. Coolman.

MR. COOLMAN: Tony. These roads resurfacing, how long do those resurfacing last?

MR. HUI: I'm sorry, sir.

MR. COOLMAN: How long does road resurfacings last?

MR. HUI: Typically, they would be 20 years or so, plus or minus, depending on how much wear - -

MR. COOLMAN: Before this 30 years runs out, we'll probably resurfacing them again then. My next question is, where's that money going to come from?

[Laughter.]

MR. COOLMAN: I assume we had money before for resurfacing. We've used the Surtax to maybe expand that. I don't know. But - -

MR. HUI: Yeah, I think we're going to, you know, in terms of funding on all of these projects, there certainly is a shelf life to many of them. And you know, I think it's going to be a continued struggle over the next number of years as we go forth. And what we do try to do is that we do try to help try to continue the maintenance of the roads as much as possible to try to increase the life as much as possible. So, you know, in some case - - in many cases, we extend beyond, you know, 20 years. But I think the funding issues for all infrastructure is going to continue to be pressure on all of us going forward.

MR. COOLMAN: I was just curious, that's all. Thank you.

CHAIR PENNANT-WALLACE: Thank you, Don.

MR. McELROY: Just to piggyback on what Mr. Coolman said, it's really true though about understanding the future budget for road resurfacing. And that's one of the critical things we have to remember. I know there's not a lot of road expansion happening, but the idea is kind of insane to me that we would even contemplate road expansion without already having the built in funds to resurface the current inventory without depending on a Surtax. That's just something that just - - I can't like fiscally, at a fiscal level wrap my head around.

MR. HUI: Yeah, like I said, I think it's going to be continued to, you know, to be an issue. I think, you know, in some of these situations when we continue to want to make certainly, like, not just resurfacing and not so much capacity expansion because we don't have that much space for capacity expansion. But you know, in terms of trying to improve safety of the roads, you know, it's like building certain things into it to increase safety features. Those are all going to be - - continue to be pressure on the Board and then also staff to try to manage something because I think we would like to do everything all at once and we're going to have to, you know, plan it out as best as we can given the circumstances.

CHAIR PENNANT-WALLACE: Okay, we, we have 30 years and well, 25 years. So, we - - can one chunk at a time. And of course the next generation we know are folks that probably not going to be driving as much, having their own cars. They seem to be a lot more environmentally conscious and so there's other studies that will need to be done during that time and maybe it's not a penny tax, maybe it's two pennies, we'll see. But for now, thank you for the update. Any other questions?

MR. HUI: If there's no questions on accomplishments, let me go into our recommended budget for next year and I think I'm going to go into the same format that I've done in the past year, which is go through the projects on each project by project basis and what I will do and - - well, let me just quickly jump through the slide in here.

This is a very quick summary. You guys are all familiar with it. These are the various grouping of the projects and sum the total. The total recommended budget for next Fiscal Year is about \$100 million. I'm going to go through the projects and go through some of them very quickly that there's no change in what we previously planned but I do want to spend a little bit of time on a couple of them just to make sure that you're aware of some of the things that we're doing that are a little different that a little higher cost and you know, more exciting that you can see some of the highlights that we're doing. So that's going to be continue to be my approach and hope you guys will bear with me on the next 30 slides or so, you know, as we go through it.

So let me start. The first one is adoptive projects. We actually, this is a, you know, one of our first adoptive projects that we're starting to go down into the southern part of the County is certainly a busy road and I think this will help benefit from it. There's no change in what our previous plans for the project was compared to in our last year. So as an example, the FY budget request is 8.9 million for construction is the same as what it was.

So that's the one project on the adaptive and then the next one is a - - is what we call a new project and it's traffic signal O and M. I just kind of leads into what Mr. McElroy talked about just a couple minutes ago in terms of the maintenance issues that come up. So, this is a project - - and by the way, the O and M cost has always been part of the Surtax program right from the start. This is now when we're starting to kick in that our new infrastructures are in

place, starting to operate now we have the think about maintaining going forward in the future.

So, this amount of money that we're asking for includes licensing fees for the new equipment. It also includes the major cost component in it is the two bucket trucks that we need to help to continue to maintain them and fix the equipment as we go forward. And that will allow us to stand up to new crews that will help in the maintenance effort. So, as we go forth in the next couple of years, you're going to continue to see maintenance costs associated with them. But hopefully without two new trucks, then, you know, we won't see that going. We won't see that amount of money going forth in the future.

CHAIR PENNANT-WALLACE: Go ahead.

MR. HOOPER: So, when you're doing O and M on these, on the signal system, is it upgrading it? Is there any upgrade or is it just using the old signalization system that's already there?

MR. HUI: This O and M cost is because it is a Surtax, O and M cost. So, it is not so much the upgrade of the old CISPO equipment, but now starting some of the new equipment that we install. You'd be surprised at how often the equipment fails out in our system just because of the weather, lightning strikes and, you know, getting wet and so forth. And then also some of the components and some in a lot of times it's not the whole equipment but the components of them that needs to be, you know, replaced. So that's the O and M cost is not to replace the old system, but some of the newer equipment that, you know, that

we're starting to install as part of. We have started to install as part of the Surtax.

MR. HOOPER: So, there's - - there is new equipment going in here.

MR. HUI: Yeah, the equipment that are going down just, you know, since we have installed them.

MS. CASSINI: The performance metrics equipment that you had asked about is listed there too.

CHAIR PENNANT-WALLACE: Okay, go ahead.

MR. HUI: Okay, so the next part, the next group of projects that I want to talk about is fiber projects. As I mentioned, we completed a couple last year. We continue to be working on them about - - we're actually doing pretty well in terms of building out our fiber network. You may recall that our fiber network is not installing fiber in every single road in the County, but we build it along the main road so that we build a backbone that, you know, we can connect to. So, you continue to work with FDOT on - - on this, as you will see in a couple minutes. And this is fiber project along Coral Springs Drive. No change from our previous plans.

Also, Commercial Boulevard, it again, it builds out our network. It provides an interconnection and backup safety and so forth. This is F106 Atlantic Boulevard. It's labeled as a new project, but it's sort of like it's a new project, but it is not a new project. And let me explain that one a little bit. We have always had in our plan to install an adaptive signal system along Atlantic Boulevard and

Atlantic Boulevard does not have any existing fiber connection. So, our project was going to - - for adaptive project for Atlantic was going to be, oh, we have it planned out in FY28 and when it - - at that time we were going to install the fiber and then also install the adaptive at the same time. But lo and behold we saw an opportunity to work together with FDOT on this is that they are doing some improvements on Atlantic Boulevard right now.

So, it makes sense for us to have them do the underground work as part of their project so that when we get to our project it makes it easier for us to do it. So, we're continuing to looking for the opportunities to work together and save money. So, it's a new project, but when we get to our adaptive, the cost of the fiber is going to be reduced from, you know, what we originally planned. So, I think it's going to work out much better for us and it's going to work out much better for the, not the residents, but the businesses and everything else along the road. I see, Mr. Coolman - - you have a question?

MR. COOLMAN: You have identified at least a half a dozen new projects in here and those are new from - - I mean, how do they get, do they jump in line or what? I don't understand. We have, we have five-year programs and then we have this and now all of a sudden these are identified as a half dozen new projects from the County. You can do it as the County, but I guess the cities can't do that, right? I'm really trying to compare what these three gentlemen were talking about and what I'm looking here and I'm going, how did this new project just get

there? I'm not saying it's not a valid - - . I'm just saying why can't we do that? Did we? Are we doing that with the cities or they're not allowed to do that?

MR. HUI: Yeah, I can't speak on that part of it, but for this project - -

MR. COOLMAN: I'm just asking the whole city part of it. Classified new projects. They got - - You don't have to put your five-year program as these are new to the five year program and because they're - - they just popped up. But that can't happen in the city? I mean Gretchen - - I'm sorry you're not here. We'll bring that up later because I think that's what we just experienced here was something popped up.

CHAIR PENNANT-WALLACE: I think that - - Nathaniel?

MR. COOLMAN: It was there. It wasn't there. It's back there.

MR. KLITSBERG: So, Mr. Coolman, in connection with the municipalities as part of the Third Amendment, we are going to have these new - - to some extent - - pop up projects that wind up happening especially on the rehabilitation and maintenance every year based on the new formula-based funding program. So, it's going to be very, to some extent similar to - -

MR. COOLMAN: - - Maybe that is how this - -

MR. KLITSBERG: I can't speak to that part, but I can just let you know in terms of the municipalities - -

[Laughter.]

MR. COOLMAN: - - Okay. Well, just - -

MR. KLITSBERG: - - the flexibility that was created under the Third Amendment that we'll talk about a little bit more today is going to allow them to be as much as any, you know, municipal entity or government entity can be nimble in terms of determining.

MR. COOLMAN: Sounds like a good program. Thank you.

CHAIR PENNANT-WALLACE: Well, the idea is to be fiscally responsible when we're doing these pop-up projects. Right? Because there is an opportunity for you to offset some costs and so it makes good sense for you to go ahead and do this at the same time. These decisions aren't arbitrary, essentially.

MR. HUI: Yeah, right. I think those are, you know, important decisions and you know, that's in terms of recommending. It makes sense, you know, for us, with regards to this project because of the, you know, because of the opportunity, because of the minimizing disruption to the public. I think, you know, that - - and, and then by the same token, because we're doing it, this project up front, this element of it up front, we reduce the cost of it, you know, when, when the other.

CHAIR PENNANT-WALLACE: Right.

MR. HUI: When the other piece comes, comes into play.

CHAIR PENNANT-WALLACE: Right. I think it's an excellent plan. Go ahead.

MR. HUI: In our one, this is a continue - - about continuation of our road expansion project. No change from our previous plan. This budget would allow

us to acquire the construction engineering, inspection services to plan for the future expansion of the project.

MR. McELROY: One question on that project before the other slide.

So, this has already been - - the budget has already been allocated for design and stuff. So now this is just the construction?

MR. HUI: Yeah, the design has been budgeted and this will allow us to, you know, take steps to go forth and plan for construction.

MR. McELROY: Oh yeah. I don't, I mean, I don't think. Obviously, I don't have any - - I can't do anything about this. I think it's an inappropriate project. Maybe politically. Davey wants the project. I think it's inappropriate because we're expanding a roadway that is adjacent to an elementary school and adjacent to, probably, the largest park sports complex in the County. There's not that much pedestrian traffic there. I go to Bramford Park to play pickleball. I don't - - there's not that many people there. But I think expanding is just potentially creating a future dangerous situation. So, I'd hopefully like to see the County just maximize during the design construction process. Maximize as much like a pedestrian safety infrastructure as possible.

MR. HUI: Yeah, I think when we get it, when we have this project and, again, as I mentioned, we don't have a lot of opportunities for road expansion. But when we do get these opportunities, we incorporate. We want to build a safer road, you know, out of it. And we, not only do we expand the capacity, we

definitely want, we definitely is part of our plan, commitment to, you know, include safety improvements as part of it.

CHAIR PENNANT-WALLACE: And you're not just operating independent. Right? The various municipalities are part of this conversation. So oftentimes it's on their recommendation as well, correct?

MR. HOOPER: Chair?

CHAIR PENNANT-WALLACE: Yes, go ahead.

MR. HOOPER: So then in that case it would be good if we could see the section of the plan that shows the upgrades that you're recommending to answer the other Board Members' questions about sidewalks and pedestrian safety. It would be nice to see that because we're getting a lot of numbers up here and we're getting a map but we're really not getting a picture of the overall project. So that would be helpful - - if maybe in the future you could bring that to us.

MR. HUI: Yeah, I think - -

MR. HOOPER: - - hey look, to answer the question of the other Board member. Hey look, this is what the project - - the overall. So, you feel better about - - we can feel better about the scope of work.

MR. HUI: Yeah, that's a good suggestion. I think that you know, in, in these type of projects on the next go around - - it's a lot of times during the design process we haven't figured everything out yet, you know, but, but wherever is appropriate, we can bring - - show you like a typical sections, you know, like this is, this is what it's going to look like. This is, you know what we, you know, we're

over there, we've been, what we've been trying to do is to include multi-purpose paths, you know, as part of the project. And because we've been finding that families and bicyclers and so forth prefer the separate multi-purpose path rather than just, you know, a marked out bike lane, you know, along the way. So, I think that's a good suggestion.

On the next session, when we bring these projects up to the best extent that we can, we'll also show you what, you know, what, what a, what we think a typical section would look like. I think that's a good suggestion. Thank you.

CHAIR PENNANT-WALLACE: If I could just ask. I mean, this project was also socialized with the community members as well. You're talking expansion of how it will impact their living situations in those areas. Was there any kind of -
- could you socialize this idea with the residents in that general area? Was it shared in terms of the - -

MR. HUI: - - In terms - -

CHAIR PENNANT-WALLACE: Expansion and the potential impact?

MR. HUI: Yes, all of our projects have that - -

CHAIR PENNANT-WALLACE: - - Yes. Always - -

MR. HUI: - - You know, as part of it, we meet with the, you know, we meet with the public and we conduct public meetings and make sure that we also include and, you know, consider any comments that they have. And I think some of these elements of, you know, these projects as an example, you know, they -
- In situations that they have traffic concerns and safety concerns and, you know,

we - - In those cases, we've incorporated them as part of the responses to the public comments.

CHAIR PENNANT-WALLACE: Okay, Very good. All right. Did you. Okay. You're good? All right, Go ahead, Tony.

MR. HUI: Okay. Okay. So, some of these other - - we're getting into our resurfacing and road improvement projects. And this is on Northeast 6th Avenue. No change from what we had previously planned to do. About \$2.35 million in construction. Northeast 7th Avenue resurfacing. It's one of the main elements of it. It ties into some of the - - we're going to be working in conjunction with our rail folks on this project, and we're going to get into, you know, some of the bike facilities and so forth as part of the project. 37th Avenue, Andrews Avenue resurfacing. No change from what we had previously planned to do. Again, Northwest B40, Andrews Avenue.

MR. HOOPER: On the last ones, and then this one you're mentioning bike lanes. Could you just give us some color on what those bike lanes look like, that they're not bike lanes that are sharing a lane with the cars? Because on Andrews, that would be very difficult. Tell us something about that.

MR. HUI: Yeah. Okay. So on. On this project, it is. Let me try to go back here for a second.

MR. SMITH: You know, while you're pulling that up, too, just totally in line with that is - I've mentioned this before, but these, the bike improvements and pedestrian improvements, they've got to be. They've got to be comprehensive

and tie into a greater vision. Right? And we have to keep coming back to that because there's so many examples that I see where these improvements go in. They don't really connect up with anything and people aren't educated about it and then they just become kind of dilapidated over time. They look great at first. There's like a celebration. People are out there, hey, we got this. But without them being properly connected, right? And people being educated on how to use them and so forth, they've got to, like, fall into cohesion here for this to be meaningful. If not, you just end up with lanes that are, as Alan is alluding to, that are either just dangerous or, you know, just don't have a comprehensive plan behind them.

MR. HUI: And I agree. I agree completely. I think, you know, that's part of some of the things that we're actually kind of in the process of continue to improve our roadway network. We want to - - it's sort of like a gradual conversion, in terms of improving the safety, making the connectivity and so forth. And I think that's the reason that the County, through other means, and we're going to be supporting that, you know, as part of this, too, is that we want to build, you know, we - - It's a - - It's a mobility network that connects, you know, some of it, you know, connects all parts of the County. And I think part of it is going to be, you know, we have to start some - - we have to start with some of it, and then we're going to continue to improve and build upon it.

So, it's going to be. And in terms of tying them all together, I think those are some of the things that we definitely need to, you know, take a look. We need to make sure that we do what you said, you know, what you're saying.

MR. SMITH: Well, and in particular, what I would like to see with this sort of thing is we can't look at it project by project. I think each time we talk about the bike improvements, for example, we've got to bring it back to what this means on more of a comprehensive basis, like, where do we stand with the overall connectivity of that? Can people actually get from one place to the next and make use of these things? Right. I think we ought to keep coming back to that. If they're living inside each individual project, they're going to fall behind and be dilapidated and they're never going to connect.

MR. HUI: Yeah, I think that's a good point. I think one of the things that -
- as an example, one of the projects that I mentioned that we completed, the Lyons Road resurfacing project, that actually connects to a project that FDOT built a couple years back. So, when we finished it, it actually provided that connection that, you know, that you're referring to. So, we are taking - - we are taking a look at that, and we're trying to build that into it, you know, as much as, you know, as much as we can, I think. And it's going to be a gradual process. It's not going to be something that is going to be done, you know, immediately. But I think we have something that we build upon, you know, one process project on another.

MR. HOOPER: But, it would be nice if we did have like some. So, if we came back like a master plan during some workshop that shows the bike routes and how they all connect.

CHAIR PENNANT-WALLACE: Connect, yeah.

MR. SMITH: Thank you.

MR. McELROY: Yeah, Gretchen, that's the most multimodal master plan, right. That is with the Surtax funded - - but will be used with public's works.

(Speaking away from microphone.)

Right? In conjunction.

CHAIR PENNANT-WALLACE: All right, great comments guys.

MR. HUI: I'm sorry, did I, did you have a question? I'm sorry.

MR. McELROY: No question. I'm just trying to piece it all together how that plan will work with you guys, but I think I get it.

MR. HOOPER: So are the bike lanes tied with the road or are they on -
- are they on their own lane?

MR. HUI: I'm sorry, say that again.

MR. HOOPER: My original question was, are the bike lanes sharing a lane with car?

MR. HUI: Yeah, well, it's - - on some of these resurfacing projects, the primary purpose of them is resurfacing the road that we, you know, and we improve the bike lanes along with it. When we get into opportunities where we can make additional improvements, changing the roadway configuration and so

forth. Our goal is to install a multi-purpose path, not just sidewalks, multipurpose paths along the way. In certain situations when we're making these improvements, resurfacing as a primary element of it, we may not have all that opportunity all the time in terms of some of these, you know, some of these projects.

CHAIR PENNANT-WALLACE: Right, which is why the idea of the connectivity of the bike lanes makes sense. Right, because you don't want to ride your bike to one point and then there's nowhere else to go.

MR. SMITH: The issue with that is that it really gives a false sense of security. I mean, honestly it would almost be better sometimes to not have the bike lane without a comprehensive plan. I mean, that's the part where we're trying to build for the future because you can only build in so much capacity for cars. And then at some point there's other - - that's where the multimodal is for the future. So, I think it's concerning. I don't want to set up, I don't want to stamp things where we're putting sharrows on US1, which is like examples I've given before that that's just - - It's dangerous. You know, people just shouldn't be riding in some of these situations. I mean, same thing, Powerline, where they put in these bike lanes that then turn into turn lanes, essentially, and nobody really knows what to do. Same thing with Sunrise Boulevard right there past Galleria Mall. I mean there's so many examples where it's just luring people into false safety.

MR. HUI: And I think one of the things that's going to be able to guide us going forward in the future is these low stress mobility master plan that you know, that we've been working on that's going to be, you know, that's going to be completed in a short period, you know, in some point in the near future. And I think what those recommendations for that project are going to be able to guide us, you know, much better in terms of how we're going to go forth, you know, in these projects. We're starting to think about, we're starting to incorporate some of those projects into our program. And I think as you, you know, as we go forth in the next couple years, that's where the shift is going to be is that you're going to see, we're going to have those emphasis where we have the better connections and we're going to build upon a master framework that we can all work towards. So, I think as we transition, as we get into it, you know, with the master plan, that's where you're going to see a lot of this starting to, you know, tie to together much better than, you know, than what we have at the moment.

CHAIR PENNANT-WALLACE: Gretchen.

MS. CASSINI: I just wanted to let all of you know these are great questions. These are the things that we've been talking about all along. One of the biggest goals of the program that was in the ballot language is creating connectivity. So, we intend and have been intending to bring back not just kind of a list of projects, but a visual representation of connectivity of bike lanes, sidewalks and what, not only what exists now, but what we're intending to do over

the next 20 years. Because that low stress multimodal master plan is a 20-year vision of improving safety and creating connectivity.

So, it's not just for Public Works, it's not just on County owned roads, but it's on State owned roads, it's on city owned roads. And we hope to have that ready for you later this year, maybe for your December meeting, at least an initial conversation about what the recommendations are coming out of that. The project manager is here, she's in the back, she's listening carefully.

We actually have a meeting with the County Administrator scheduled for Monday afternoon to go over the preliminary recommendations. So very soon we're going to be starting to come back with, with some of those recommendations in that plan. And I hope that that gives you kind of a visual of what we have now and what we hope we can build in the future.

CHAIR PENNANT-WALLACE: Okay, Alan.

MR. HOOPER: The exercise we're going through right now, I think, is one of the most important exercises that this Board is charged in doing. And the next time we do this again; it really can't just be a map with costs and words. It really has to show us what the scope of work is.

MR. HUI: Okay.

MR. HOOPER: And it can be simple, you know, a little square with the section so that he knows that the bike lane is in the road or it's in its own lane, or it's a wider lane with, you know, some sort of deflection so that people don't drive into this, into the bike lane. In addition to pedestrian stuff, whatever it entails, I

would really like to see the scope because this stuff makes my eyes fall behind my head, and then you just get "boom." Approved. And, and that's where - - that's where we have to be. We got to get a little more into the details so that we can just go through these things and say, yeah, that hits the scope. Yeah, that's it. Yep. Now you're getting all these questions because you're not giving us enough information.

MR. HUI: Okay. Okay, thank you. Certainly, Mr. Hooper. And then the next session, we definitely will provide that information so that you can have - - you're able to take a look at all of them.

MR. HOOPER: Thank you.

MR. HUI: Sure. Okay, so let me just go through real quickly on some of these. Sheridan Street project. I think it's sort of similar, you know, type situation in terms of resurfacing. We, in this one situation here, we have asked for some additional funding baseline above and beyond what we had previously anticipated, because the raising of the bridge, of the Sheridan Bridge over the, over the turnpike. We, we didn't take into account all the elevation of the bridge that we need to do. So, there's some additional funding that's required for this one. This is for the north side of the road, and the next project is for the south side of the road. And certainly on the next go around, we'll include that as part of the information that we provide. So - -

CHAIR PENNANT-WALLACE: Are you repairing the bridge or just you're trying to raise it? Is that what you're saying?

MR. HUI: Yeah.

CHAIR PENNANT-WALLACE: You're raising it?

MR. HUI: Yeah, it's a - -

CHAIR PENNANT-WALLACE: Okay.

MR. HUI: The Sheridan Street Bridge that goes over the turnpike, you may recall, have been struck several times in the past. And so, you know, we're in the process of raising that bridge so that it provide higher clearance. And actually, there's some good news on that project. I just want to mention our Intergovernmental Affairs Agency was able to get, was able to get a grant for this project of about \$4 million that were, you know, that's going to help in terms of the cost of the project. So, kudos to our group on intergovernmental affairs group and that. So, but you know, so that's associated with that raising of the bridge that we have talked about in the past.

CHAIR PENNANT-WALLACE: All right, go ahead.

MR. HUI: So, the next project I want to talk about is the B109 is the Northwest 31st Avenue project. And this is a project that I would, you know, do want to spend a little bit of time on. And Mr. Hooper, you know, when we provide information, you know, to you and the Board on this, I think, you know, you will see some very interesting things on this project is that - - this - - this is a project that was identified as part of our Broward Safety Action Plan that we've been working together with the MPO on.

It is a County road that, unfortunately, has a number of fatalities and serious injuries over the years. And as part of the safety Action Plan project that we've been working on, we've identified it. This is one of the roads that needs some significant improvements in order to eliminate the fatalities and injuries and so forth. So a number of things, a number of improvements that we've identified along the way includes the multi-purpose path on both sides that we've talked about. It includes some of the new features that we're going to be investigating like raised intersections to lower speeds the road and signals and mid-block crossings and so forth.

The gist of it is that we just submitted a grant application for this project with the Department of Transportation and we're asking for a grant of about \$25 million. This is 6.25 needs to be the matching funds to go with it. So, we're very hopeful that this is a, you know, this is an excellent project. We want to make, improve, excuse me, make improvements on this road. Number of cities along, you know, both sides of the roads are fully in support of it. So, we're very excited about it and there's certainly a lot of safety improvements, specifically, with that in mind that we're going to be constructing as part of this project. So, we're very hopeful for this project. It's something that needs to be done and should be done for this road.

We continue to make investments in our intersection improvement projects in this situation. We believe that in initial identification, we need to add some northbound and southbound, eastbound, westbound through lanes to improve the

efficiency, the operations of the signal, excuse me, not the signal, but of the intersection. Sunrise Boulevard at Andrews. Again, some of the initial identification, you know, in terms of what the - what the improvements that we believe would be needed.

We get into our drainage projects a little bit. We had a lengthy discussion, I think, a couple months back about drainage as a, you know, as a whole. And I think we're all aware of, you know, the issues that not just Broward, but the entire community has been facing, you know, in terms of drainage. And these are some of them on the D03 project. And I think one of the things that, you know, we talked about last time and we - - about these projects is because they are underground piping and that we're trying to clean up, repair, replace. We don't know what the conditions are until we get into, you know, these projects when we can actually see it. What we typically do is that we go in and as part of our design process, in order to identify what the defects are, we have to clean it as part of it. And after we do that, that's when we actually can see what the repairs that needs to be done are.

So, in some of these projects, we identify that as part of the design, there's more replacement are needed because of it. So, there's additional funding requirements for it.

MR. HOOPER: Can I ask a question? You know, in these. These heavy flooding areas, and the DDA, the Downtown Development Authority in Fort Lauderdale, is spending a little bit of money to talk to some consultants wondering,

deep injection wells. Have you guys ever looked at that as a way of giving a little bit of mitigation to, you know, when the storm drains get full and, you know, there's just too much water coming in. Have you guys ever looked at deep injection?

MR. HUI: We've looked into injection wells for drainage, and I don't know the specifics of it, but, you know, we as a County are familiar with deep injection wells as a whole. We use it for other purposes, but we have taken, you know, when - - when we take a look at alternatives for disposal. I know we have taken a look at it. I don't know the specifics of it, but yeah. It's definitely an alternative. In some of our areas where we are close to, let's say, the New River and so forth, you know, the discharge of it, you know, it makes sense, but, you know, we do take a look at deep injections.

Well, I don't know the specifics of which project did and which project didn't, but, you know, but it's part of our arsenal that, you know, we evaluate. So, there's a couple projects here D04 for some additional funding that would be, you know, that would be required. This is for, you know, construction that some additional funding is required for that Andrews Avenue drainage replacement. In terms of the construction, no change in terms of what our previous plan was. This one I do want to highlight, you know, a little bit more. This is the Broadview Park drainage area.

We actually received a \$16 million grant for this project to make improvements all in this area, all within the Broadview Park area a couple years back. And there's going to be, you know, a lot of green infrastructure, permeable

asphalts and additional drainage and so forth that that's going to be provided. Currently, this whole area drains by gravity into the New River. And that was always our game plan is to make improvements within the neighborhood, continue to drain, using the existing gravity drains into the New River.

Over the last couple years, what we've been finding out is the quantity of stormwater has this sort of like with the climate change and so forth, that there is just a real big shift in terms of what we believe was adequate over what is currently really water coming in. So, what we've been, you know, as we're improving these areas, increasing drainage that's necessary to be gotten rid of. Well, so has everybody else. You know, the entire area has also been draining into the New River. And what we've been finding out is that in the evaluation is that our current gravity flow concept no longer works and some additional - - and two new pump stations need to be necessary in order to be able to discharge in the New River.

Otherwise, all of the improvements in here is going to be much less effective than we would currently, you know, that we would want it to be after, you know, after the improvement. So, we do need some additional funding in order to build two new pump stations. That was not previously anticipated, but all of it is because of a shift in terms of the stormwater flow situation and what we've been seeing, not just in this neighborhood, but, you know, but everywhere else.

So that's the, you know, that's the funding requirement and that's the reason for this project. But that's the reason for the additional funding for this project.

CHAIR PENNANT-WALLACE: It's a big hit.

(Speaking away from microphone.)

MR. HUI: Unfortunately, that is sort of, you know, what I don't think anybody a couple years ago would have anticipated the situation that we see now with regards to drainage. I think that it's sort of, I would say unprecedented, but it's kind of happened worse and worse every year as we go forth.

CHAIR PENNANT-WALLACE: I hope the County's planning for it. It's only going to get worse.

MR. HUI: I'm sorry?

CHAIR PENNANT-WALLACE: I said I hope the County is planning for it because it's, you know, probably going to get worse, especially here in South Florida.

MR. HUI: Yeah, I think, you know, I think in addition to us, I think everybody else is kind of facing the same issues, unfortunately. D106 drainage. And this is, this is a situation that when we get into the pipe cleaning, in order to minimize future construction costs, we, you know, it is - - some additional funding is required. 56th Avenue. This is, this is a new project that I want to point out to you. Mr. Coolman, you mentioned new projects before. Right in this area here, right in front of a high school, we have had significant flooding over the last couple years and we have had a lot of resident complain. One of the areas that, you know, that we previously had really didn't - - historically we never had a major drainage issue in this area.

Unfortunately, you know, as part of the overall climate change situation that we talked about, this is one area that have faced major flooding over the last two years, three years or so, and right in front of the school. And we are recommending that this be a new project. We want to start the design of it so that we can alleviate the situation both, not only for the residents, but also for some of the, you know, some of the schools and that type of thing in this area.

So, a bridge repair. This is construction costs for a bridge repair project. This project, we received a \$2.7 million grant from DEP for this project to replace this bridge. And it's always been part of our plan, so, there's no change in terms of the construction, no difference in terms of construction costs from what our plans are.

So, the next part of it is Sonovoid Bridges. I do want to spend just a little bit of time talking about the Sonovoid Bridges. I think we've talked about them before. We have a video that, you know, that very nice video that we put together on the way that we repair these bridges and so forth. And let me just give you a quick recap. The County has 39 of these Sonovoid Bridges. They're throughout, you know, they're located throughout the County. They were built in the 60s and 70s and, probably, those bridges, probably, have like a 40, 50-year useful life.

The issue that came up, you may recall with the Sonovoid Bridges was a partial collapse of a Sonovoid Bridge in Palm Beach County back in 2011. And so, we've been spending -- not 2011, 2017, I think. And so, we've been focusing

on these Sonovoid Bridges not the way that we would, you know, not the way that we would design them.

Right now, the County, as I mentioned, there are 39 Sonovoid Bridges in the County. The Surtax fund, excuse me, up to this point, has funded two Sonovoid Bridges. We completed both of them back in 2022, I think. So, the Surtax has funded two of them. The County's gas tax funds have funded 20 of them, and we have received grants for three of those bridges. So, what we're asking for and what we're going to be asking for as part of our program over the next couple years is that we're asking for recommending funding for five of these Sonovoid Bridges.

And then there's an additional nine coming in the next, you know, within our Five-Year Plan going forward. And so, with that, that will completely rehab and all of our 39 Sonovoid Bridges that we have in the County. Those bridges are just an issue. They need to be repaired. They have single points of failures that, you know, needs to be completed and needs to be done. So - -

MR. COOLMAN: Yeah, Tony, is Surtax paying 100% of this or part of this?

MR. HUI: On these bridges that we're recommending is 100% of the repair cost of these bridges.

MR. COOLMAN: All right, I'll come back to that at the end of your presentation. Thank you.

(Speaking away from the microphone.)

CHAIR PENNANT-WALLACE: He is going to come back to it.

MR. COOLMAN: I want to talk further about this type of stuff at the end of your presentation, your Five-Year Plan. We'll come back and talk about it. Thank you.

MR. HUI: Oh, okay. Thank you. So, these five bridges, \$18 million for the current year.

MR. HOOPER: Is it the Sonovoid that is the problem or is it a bridge that was there before and now you're replacing it with Sonovoid?

MR. HUI: No, these were these bridges, as I understand them, they were constructed as Sonovoid Bridges.

MR. HOOPER: Okay. And now you're getting cracks and stuff in them.

MR. HUI: So, the Sonovoid Bridges, they are built in precast panels. It's like a panel here, panel here. And the way that they built the bridges is that there are reinforcement bars that connect a panel to a panel and then that spreads across. So, what happens with it is that over time and it is that water gets in between the cracks and it starts rusting the rebar, the reinforcement bars go - -

(Speaking away from microphone.)

CHAIR PENNANT-WALLACE: Wow.

MR. HUI: - - And then so when that gives. Yeah. And so, and the problem with those bridges is that all, just about all of the bridges that were from O, the design, is that there's no single point of failure. These bridges, for whatever

reason, the way they're designed, that was a single point of failure. So, when that failed, that's when it, you know, that's when it falls. So, it's an inherent sort of design, you know, feature, you know, in the past. So, when we rebuilt them, we not only put in new reinforcement, but we also put in some additional support on the bottom so that there will be two points of connection so that even - -

MR. HOOPER: Yes.

MR. HUI: - - you know, when something happens in the future, excuse me, you're not going to get into catastrophic type, you know, losses.

MR. HOOPER: Great, thank you for that.

CHAIR PENNANT-WALLACE: One quick thing. These are all state, I mean, County owned bridges. Do we have State funded bridges and Federal funded bridges and where are we with the repairs on that? I know it's not, you know, County business, but I'm just curious.

MR. HUI: Yeah, these are County owned bridges. The 39 that I mentioned are owned by the County, on County roads. There are State bridges that are facing similar situation that FDOT has been working on. And the cities, I don't know which, exactly which one, but they likely have some bridges that are Sonovoid design in nature. I don't know the number of them, but it would not surprise me if the cities, and I know the State have them and I would not be surprised if the cities have some of them too.

CHAIR PENNANT-WALLACE: Oh, wow. It'll be good to, kind of, get a sense on that.

MS. CASSINI: We did provide a report that's in your binder.

CHAIR PENNANT-WALLACE: Oh, wonderful. Okay. All right, thank you.

MR. HUI: Okay.

CHAIR PENNANT-WALLACE: All right. I know we're trying to get through all of them.

MR. HUI: Yeah, right.

CHAIR PENNANT-WALLACE: Promise not to interrupt again.

MR. HUI: Mast arm conversion projects, we have a number of them. We continue to convert span wise to mast arms and it's - - we typically, you know, as part of these mast arm conversion projects, we also take a look at ADA requirements and we do those at the same time. And then - - and if there's any resurfacing that needs to be done, we also do them all at the same time so that we don't go into - - on multiple occasions. These are several projects that we have. There's no different, not much different to them. It's, you know, pretty standard conversion from span wire to mast arms.

We have 56 on Andrews Avenue. 64. So, we continue to build up our resiliency against hurricane as we, you know, as we go forward. Lighting projects. These are some also exciting projects that we're working, you know, together at the same time is that in our unincorporated neighborhood where lighting is an issue for our residences, we've installed new lighting system, to both in terms of tropical safety, but also just in terms of security, in general. So, lighting

in Broadview Park we're going to be - - we're doing this in conjunction with our drainage improvements at the same time so that we minimize impact to our residents.

So, we're just broken down into a couple of different phases. No change to what our previous plans are. And then Northwest 31st Avenue, by the way, these are when we do our lighting projects is that we are doing lighting on County roadways that currently do not have lights. And so, we're not so much, you know, we're not so much building or replacing existing lights, but we want to install lighting where there's currently no lights and in order to improve the overall safety of the neighborhood.

Prospect street again, these areas that currently does not have lighting while these school zone improvements projects is what we, what you have seen, you know, in the past and we're continuing to improve upon. Bring school zones that are not currently up to standards up to the standard. These are the construction of projects that we have designed recently in the past. These are the group of projects. And then the next group is that we are continuing to work with the school Board to identify areas that, that needs further improvements upon.

This is a - - this is a new supplemental safety enhancement program. We - - what we want to take a look at is that there's certain elements of our school zones that are currently really, they meet standards, but certain locations that they would really benefit from some additional work associated with

it. So, these are not situations that they do, you know, do not meet standards because otherwise they would be covered in our previous program. These are some additional improvements that needs to be done to enhance the safety for the students and others that are, you know, utilizing this, so, we want to start.

And so this is not a - - this is not one that we take a look at the, you know, they're more selective in nature, a smaller number of it. We want to start taking a look at it and start taking a look at the design of some of these improvements that are appropriate, you know, for those specific areas.

That is a summary listing of our recommended projects for FY26. This is a quick snapshot, summary of a five-year program is \$428 million spread out along this group. Don't want to go through this in detail like I've done in the past, but I just want to point out, as example, that bridge repairs, as an example that, you know, we were just talk - - we talked about. And so, in addition to the five that I talked about today, I also mentioned that there are nine other bridges.

So those costs all would be included in this \$85 million going forward into the future. And then as they come up over the next couple years, as we go forward, I would certainly bring them back more details and then also go through this so that the Board has a more comprehensive understanding of, you know, what we're doing and so forth. So happy to entertain any other questions.

MR. COOLMAN: Yeah, this is the one I wanted to talk about. There are eight of the 11 projects here. Capacity expansion, intersection improvements, adaptive signals, fiber optic networks, skip, drainage replacement, skip, bridge

repairs, master version, resurfacing, skip that. Drainage rehab and missing sidewalk, street lighting and school zone improvement all scream Surtax dollars.

The other three, which is over 50% of this budget, to me, are things that the County would have been paying for without Surtax and will be paying for after Surtax. So, my concern is, are we paying 100% of these things out of Surtax or are there other County monies that used to be spent going for these things? If that's my concern, we're here looking at Surtax dollars being spent and are we robbing Peter to pay Paul and 27 years we're going to give a crick.

This has me concerned. And we have a fiduciary responsibility, or whatever you want to call it, to make sure the Surtax dollars are being spent for Surtax things that people voted for. I'm not saying that those three things aren't needed. I'm just not convinced that there's Surtax expenditures and when it comes to - -so, if it's a small thing, fine. That's 50 - - over 50% of this budget. And I need some, I need some advice as to whether or not this is something that's valid. I hate to be the skunk of this party. And Tony, you're the brightest, one of the brightest stars out there. Don't take it personal - -

MR. HUI: I don't take it personally.

MR. COOLMAN: I'm just. When I'm looking at this, I'm going, something doesn't look right.

MR. KLITSBERG: So, I can speak to part of that. So, all of the items that are on here are statutorily eligible under the Surtax statute of things that Surtax funds can be spent on. In terms of what portion of this is expected Federal grants,

FDOT money, general revenue dollars, Surtax dollars. I can't speak to that and would obviously defer to the agency for, you know, what the breakdown is. But every item that you are seeing as part of either a proposed Five-Year Plan or for specific projects have been reviewed to determine whether or not they are legal uses of Surtax funds.

And again, legal versus wise, versus how the breakdown is to some extent outside the purview of all of us here today when we're just looking at the question of whether or not these things fit within the statutory definition of an eligible use of Surtax funds. So, I defer to the agency in terms of what the breakdown is.

CHAIR PENNANT-WALLACE: Go ahead.

MR. HUI: Just one other item to add to that then. It's in terms of all of these groupings of projects. They were all in the initial Surtax listing that went, you know, before as part of the, went before the voters as part of the Surtax request or however we want to call it. But, these are all the, you know, these, these projects, these groupings of projects are different, beginning as identified as part of the program. So, if that helps in terms of, you know, your considerations.

MR. DONMEZ: Madam Chair.

CHAIR PENNANT-WALLACE: Go ahead.

MR. DONMEZ: I guess the question is, you know, we're asking staff for information, the projects and the scope and whether it's Transportation, Public Works or street beautification, sidewalks, I mean, there's just so much. I think

the crux of the issue is we're having trouble of following what you're doing. You're doing your job, you're doing it very well and you have great accomplishments. And here we are, five years just for Public Works is \$428 million of projects we're approving or at least having this cursory, you know, to review. And that's what we're doing.

But there are also, you know, new projects added in, and they are appropriate. The Board needs to ask questions, not to you or not the legal department. Are we having enough meetings during the year? Making ourselves educated and making decisions based on information on also adequacy in a meeting four times a year doesn't do this.

And of course we are volunteers, fewer the meetings, better for us. But at the same time we are making crucial decisions. Magnitude of dollars of hundreds of millions, billion dollars in a range and these decisions are vested on our shoulders. And unless we do spend more time and understand in comprehensive ways, we're not going to be able to do our jobs. And every meeting - - I've been here for two years, but this is all we hear.

CHAIR PENNANT-WALLACE: All right, so I'm going to chime in a little bit, if I can. I think some of these projects were approved before and they all went through some measure of scrutiny by Board Members who have been here for the entire five years. And so, some of these same questions are asked.

MR. DONMEZ: But our job is more than scrutiny. Our job is more than just pass or fail unless we comprehend what these projects are and here we are,

last meeting was in May and then after this this will be part of the County's agenda for approval. We don't really have any other chance.

CHAIR PENNANT-WALLACE: What I'm saying is that we were having very frequent meetings when we started in the earlier years. And these are projects that, for those of us, and I think there are what five, five of us that are still here from the earlier Board chaired by our Alan. We have had Doug and I promise you there was tremendous amount of scrutiny on these projects. I think for some of you that are new to the Board, this all seemed like it's all new. And I hear what you're saying in terms of maybe not having the bandwidth of understanding what took place before, but you know, the same questions you're asking, we've asked and more, I promise you. So, we're just at this point where now these projects are coming to fruition and so you're hearing what you're hearing. So go ahead Gretchen.

MS. CASSINI: Thank you, Madam Chair. I wanted to just reiterate which what we do talk about every year during the Board workshops and during the approval of the next Fiscal Year's budget and the look ahead at the Five-Year Plan, which is just a plan, obviously, and you're looking at it very rolled up to the question about is the Surtax the only funding source for these project categories? I think it's really important because the question was asked that we put on the record that no, the Surtax is not the only funding source for these project categories. There is a significant amount of gas tax and other revenues, both State or Federal, in some instances, where projects in the Public Works

department are getting done and that is all detailed in the County's Capital Recommended Budget. What comes before you is just a small portion of the County Administrators' recommended budget that gets released on July 15th and it's publicly available for anyone to look at.

And if you look at the extents, the extent of projects that are being done in Public Works, in highway construction and engineering and highway bridge maintenance and in traffic engineering with non-Surtax funding sources, it's quite a bit, but of course, as the gas tax revenue source becomes flat or starts to reduce there is pressure in order for us to maintain our facilities to come to the Surtax for some of these projects. So, I just wanted to make sure, and we're going to talk a little bit more about what the role of the Oversight Board is when we get into the regular meeting. I just wanted to make sure that you all knew that this is just, you know, the Surtax is a piece of their budget. It's not the whole budget.

CHAIR PENNANT-WALLACE: Right. And can I just say, you know, I think in the past we've had these, these discussions. We've requested a side by side of the investment that the County is making or any other Federal investments, so, we can see that it's not just Surtax dollars that are being utilized. And I don't know if you know, if you have slides from that, but we've done that. So that might be helpful for our team, our Board Members, to see that it's not just Surtax dollars that's being used.

MR. COOLMAN: Following on that, if I, if you took the drainage replacements, the bridge repairs and the resurfacing, those \$230 million plus, if

there was a number to the right, that's where the County is spending others money for that. I mean, if that's all you're spending and it's all Surtax, I have a problem with it, by the way, looking at this for the first time because we have five years to look at. It's just to me it's a staggering number. So, if we're going to, I would feel better if we had some more - - a better understanding of how much we're spending for in the County for those three items. If this is 10% of it or 50%, just let me know. It doesn't have to have a specific number, but I'd feel a lot better if it wasn't 100% of all the resurfacing, all the bridge replacements that's going on in the next five years. And I'd feel a lot better about that.

MR. ALLEN: Madam Chair.

CHAIR PENNANT-WALLACE: Go ahead, go ahead.

MR. ALLEN: Thank you, Madam Chair. I suspect this is going to be a much larger debate later this year. We're going to be spending a lot of time or the elected officials are going to be spending a lot of time explaining the tax horses that are being utilized. The question is, if not for - -

(Speaking away from microphone.)

MR. HOOPER: Speak into the mic. Pull it closer to you.

MR. ALLEN: Is it okay there?

CHAIR PENNANT-WALLACE: Yeah.

MR. ALLEN: If not for the Surtax, where else do we go? I mean, I think Public Works or mass transit or whatever. Their job is to convince us that their projects need money and we have to ensure that the source of money that we are

primarily charged with, which is Surtax, that those projects fit within the eligibility of the revenue stream. But the question is, if you take the money out or you refuse to utilize the Surtax for these legitimate needs, where are you, in fact, going to fund these? Or are we going to continue like we have in the past that put it off because it's underground, we can't see it or you know, that the deferred maintenance will continue to.

I mean, just look at Fort Lauderdale with drainage issues. The question trying to cherry pick three project or three project groupings here and saying, well, those are lower priority and not eligible for the Surtax, I think is - - is the wrong approach. But that's going to be debated at a higher level than we are within this particular Board.

CHAIR PENNANT-WALLACE: Okay.

MR. ALLEN: I mean, do you use property taxes or do you use Surtax money? Are you fortunate enough to get State or Federal funding support? I mean, we're going to be heading a lot of pressure with other projects here as it relates to the withdrawal or the elimination of Federal funding for these projects that, you know, they are nice things, but they are expansion projects that may not get funded because the Federal or State funding has been cut back. So I just - -

MR. COOLMAN: Well, based on our legal counsel - -

MR. ALLEN: - - is picking three project priorities here and saying that they're not eligible.

MR. COOLMAN: I didn't pick these three saying they're not eligible. I've got an answer that they are eligible. My concern is are we using 100% of the Surtax money to pay for these things that are reoccurring? Okay. And we just heard that some of this stuff's only got a lifespan of 20 years. So, I'm sorry, I got my planning head on and I'm looking farther down the road. But it just, it's half the money right there and that's a recurring expense. These other things are improvements that may need some maintenance later on. But I'm not saying that I don't, I don't know. I wouldn't call that cherry picking, but I like what I've heard, but I'm still concerned that we're - - that the Surtax wasn't here to replace. Do everything in the County. That's my comment and I'll leave it at that. Thank you.

CHAIR PENNANT-WALLACE: Right. And it's not, thankfully. Right? We are getting funding through the County. There's some Federal dollars that are intermingled with a lot of these projects and sometimes even municipal. The various municipalities may have investments. I think we made sure of that in the earlier days. Go ahead.

MR. HOOPER: Okay, so just to kind of. I have two things to talk about, but just to kind of play off what Phil is talking about. I certainly don't want to grow government and then, and then take away - - start spending things that were otherwise spent before, but in the general fund and then use Surtax to pay it. But I can tell you as a developer and a contractor that streets like Andrews Avenue and others had not been repaved in 50 years. And part of having a good transit,

transportation, public work system and the advantage that having a Surtax funding is allowing for more robust repair and maintenance so that you have smoother streets without potholes. And we're not waiting until we have enough money to do certain things.

We're able to do them better and we're able to - - it's like having a house that gets repainted every five years versus a house that gets painted every 30 years. The guy with the five-year paint job, his house looks better. And I think we're creating a world class system by not only adding new things and bells and whistles, but also robust maintenance. So, I'm for it. I think that all the categories do fall under Surtax. I'm glad to hear that Federal and State funding falls into that bucket of funding as well.

And the other thing I'd like to, now that we're at the end of the Public Works, I really, I can't emphasize more how this will go a lot smoother for everybody and the questions will be less, less intense if we have better information. And then the other thing I would like to do, and I'd like to ask this Board how they feel about it. But, we can see that you guys have kind of answered our questions when we said bike lanes are important to us. And then when we decided that bike lanes and bike transportation was part of a Surtax expense, we start seeing it in some of the projects.

And I love that, I love that. But I think we should make a request, either to the County Commission - - I don't know how we do this, but I think it's super important that we either hire a consultant that only does bike paths. Okay. And

that looks at the County overall and comes up with a plan and says, okay, this is the plan going forward for a safe biking experience around the County. And if you're going to put a bike in with the traffic, because let's face it, on Andrews Avenue, I see it all the time with E bikes.

There are people that are driving their bikes on the same lane as the cars. So, they're doing it anyway without the bike signal, the bike logo on the road. And so, if you're going to add that paint that says bikes next to the cars, we should put something in there, visually, that flashes or does something and says be aware you are sharing this lane with bicycles. There should be something that gives the driver, other than him having to read the double arrow with a bike painted on the - - which nobody reads. There should be some other form of safety device, until we do get those permanent bike lanes that protect the biker and that makes the driver aware.

I would like us to focus on really coming up with a good bike plan and not just doing it as we do resurfacing projects, so I don't know how we do that. I would like to ask my Board if we can ask the County Commission to get a little more in the weeds on this and to allow us maybe to hire a consultant that could really come up with a very good plan. Thank you.

CHAIR PENNANT-WALLACE: All right, thank you, Alan. All right. Tony Hui, are you done with your - -

MR. McELROY: Oh, I had a few questions but it looked like Gretchen was going to speak.

MS. CASSINI: No, I just wanted to, again, reiterate that we did hire a consultant. We actually added Surtax funding. It was originally constitutional gas tax funded. We added Surtax funding. We brought it to you. You all approved it. We took it to the County Commission on an action item. That consultant is working on a 20-year master plan for safe bike and pedestrian facilities all across the County, connecting city roads, State roads, County roads. And we're going to be bringing that, hopefully, back to you in December if it's ready.

MR McELROY: Okay, I would - -

CHAIR PENNANT-WALLACE: I thought we did that - -

[Laughter.]

MR. McELROY: Yeah, thanks Tony.

CHAIR PENNANT-WALLACE: - - Safety consultant - -

MR. McELROY: Presentation - - Oh, you still have more?

CHAIR PENNANT-WALLACE: Oh, go ahead.

MR. McELROY: I want to say, I mean everyone just makes such good points here. The more specific data we have, the easier it makes our life and we feel okay approving stuff. Yeah, I just, I personally would like to see more like I get this stuff, I get Surtax. I think also what the Board probably wants to see is a more aggressive approach to you guys towards doing, like, active infrastructure that changes people's life for the better, you know, like another thing I would like is - - I like more itemization of this list. Clumping, drainage, rehab and missing

sidewalks together. I understand when you're doing drainage you might be building sidewalks.

We need very detailed list. I would love to see itemized how much you're actually spend spending on bike infrastructure, how much you're spending on sidewalks. I would like the public's work department. This is a lot of data, but I think you guys should be telling us how many feet of sidewalks were increasing per year in our missing segments, how many feet of bike lanes we're doing. We're totally blind to all these metrics right now. All we - - I'm looking at is just a giant number. I mean, like, I just don't know. I know we're doing good. I know we have our plans. I just think we need to do better.

And then green infrastructure, as well. I see drainage replacement at \$72 million. Is there? Is that a - - how is that? Is that gray infrastructure? Is that green infrastructure? Are we planting trees? Are we de-asphalting some areas to increase permeability? Just more details in this kind of stuff is so important and it helps us build the metrics so we know where we're heading without just doing an audit. But we know we're doing good, we're increasing sidewalks. So, I'll just leave it there.

MR. HUI: To reflect. I mean, we'll be happy to provide the information that the Board is asking for and we do different types of measurements, but, you know, we - - It's things of that nature in terms of some of the, you know, quantities and that type of thing we can certainly provide to the Board. And in the future, when there are appropriate time to make those presentations, we'll be happy to.

CHAIR PENNANT-WALLACE: And I think part of the challenge is some of these were approved from before and the data that was provided earlier, because I, I know for sure that some of these had side by side showing the investment, because that was something that was requested. So, I think when they're coming back in front of the Board, especially because we have new Board Members, there's a gap in memory or gap in some of the details. So that would be helpful. And you already have it. I think in most of the case. You've showcased this to us before.

MR. HUI: Certainly.

MS. CASSINI: Thank you. So, Madam Chair, would you - - would you like us to - -

CHAIR PENNANT-WALLACE: Thank you so much. Thank you, Tony.

MS. CASSINI: Would you like us to skip ahead, since we are running a little bit ahead of schedule? Rather than stopping for lunch, would you like me to go into the municipal Surtax program briefly?

CHAIR PENNANT-WALLACE: Please.

MS. CASSINI: Okay, let me try to do that. All right.

CHAIR PENNANT-WALLACE: Thank you.

MS. CASSINI: So, while they set up for lunch, I thought again, to keep us on track, we'll go through the municipal Surtax program accomplishments. So, to find that in your binder, you're just going to skip through all of the Broward County

transportation section, and right after that, you'll find the municipal Surtax program accomplishments.

So first up, we just wanted to highlight for you how many projects in the municipal Surtax program have been completed between 2020 and 2025. And you'll notice that we have a good balance between the capital. The MCP stands for Municipal Capital Projects. RNM stands for rehabilitation and maintenance projects. And we have 38 that are complete, 44 that are underway, and a total of 82 executed agreements. Shout out to the Surtax legal team and to all of our municipal partners for really getting those project agreements underway.

So, one of the things that has been a highlight throughout the many meetings that we've had over the years and certainly a discussion that we just had earlier in this meeting, is how much non-Surtax money is going to this? So, you'll see there on the second bullet that there's been a significant amount of leverage. That's non-Surtax funding that's been brought to the Surtax projects that are being done in these municipalities. 79 million as of June 30th. That's significant. And we appreciate our municipal partners. Those 44 projects that are active have a total value of approximately \$100 million of Surtax. That's Surtax only.

So again, we continue to see municipalities bringing a significant contribution of non-Surtax funds to these projects. And we expect as this Third Amendment kind of rolls out and gets implemented that you're going to be seeing even more leverage because of that grant match program. So hopefully by the

end of this calendar year, we'll have a really good sense of how many more municipal projects have come into the program. Rehabilitation and maintenance, but also some really strong capital projects. Just to give you - - It's not here in your presentation because we got it late yesterday, but just to give you a sense of how impactful having access to Surtax funding for the first time really is for our cities. We offered a \$13 million pot of money from the Surtax that cities could access to go after competitive State and Federal grants and within and it opened on Monday. We got our first shout out to City of Fort Lauderdale.

We got our first application at 12:02am from the City of Fort Lauderdale, followed six minutes later at 12:06, 12:08am from Lighthouse Point. By yesterday, we had over \$16 million worth of requests, the whole pot in literally four days. So, we've already done our initial review. We've sent the applications and all of the backup documentation, which wasn't a lot. We're trying to make this as simple as possible, but we've already sent it over for legal review on eligibility. And like I said, we're expecting to be able to come back with some really great leverage information to you all in your October meeting.

MR. HOOPER: It's good.

MS. CASSINI: It is good. So, this is a slide that you all asked for a few years ago. We continue to provide it to you. It was just so that you all could get a sense of how much, how many projects that are in the municipal Surtax program are capital construction versus design and planning and then how many are actual RNM projects. By city, so this just, that's all this is intended to show you that

we've got projects in various phases across various cities. And this has nothing to do with value. I just want to make that very clear. Those bars don't have anything to do with the dollar value of the projects. It's just the phases. And then you have the projects that have been, that will be programmed into the 2026 Five Year Plan for the cities. We're only showing you capital projects here.

There will be rehabilitation and maintenance projects as a result of the Third Amendment formula distribution process, but we're not going to know what those are until we go through. Hopefully we'll have at least something to share with you in October. But again, our Fiscal Year starts October 1st. Those applications will probably start coming in, you know, late September, early October. But this gives you a sense of a pretty good number of projects in the capital side.

(Speaking away from microphone.)

MS. CASSINI: Yes, of course.

MR. McELROY: I looked those projects up, at least the design and construction ones, and I just want to give a shout out to Coral Springs, Pembroke Pines, Fort Lauderdale. I mean, a lot of this was sidewalk infrastructure. So, this is helping out neighborhoods where people right now are just shoved to the curb. And this is kind of what the Surtax. This is what I like to see. So, I just, it made me really happy that the cities did it.

MS. CASSINI: Yeah. So with respect to the Third Amendment, I did just want to give you all an update that since we spoke last, we've had three

workshops with the municipalities about the Third Amendment. They were incredibly well attended. Those happened on August 13th and 14th. We walked through what some of the new processes would be. We actually talked about the grant match program application because we knew that it was going to - - we were going to start receiving those applications on the 18th. We wanted to give cities a robust opportunity for a dialogue around any questions that they had about supplemental information, what was eligible, what wasn't, what the percentage required match was.

Every city that came to the Surtax program for Surtax match had to have their own skin in the game, so they had to bring at least 25% of that match. There was a lot of discussion around that. A lot of, a lot of interest obviously in how the formula distribution would work. And the addition of micro transit, which is on demand transportation into the Surtax program was going to work. Again, I feel like we will have a better sense of where this is all headed by the time we meet with you next.

For now, again, I'm focused on capital projects this year. I'm not bringing you the rehabilitation and maintenance projects yet, but I will show you the municipal, the municipal RNM Five Year Plan once we get a list, a good robust list for 26. Nothing has changed here. We have not accelerated any of the Municipal Capital Projects that were in the Five-Year Plan that you saw for 25 through 29. But one of the aspects of the Third Amendment that is important for you to understand is that when the MPO Surtax Services team was

recommending projects in cycle three and cycle four, they did recommend projects that were in a planning phase or a design phase. And then we didn't see the next phase get recommended.

So as part of that Third Amendment term and those terms and conditions, the decision for all the parties was that we wanted to prioritize getting those next phases programmed. So, the five projects that became the new fifth year of the Five-Year Plan here in 2030 were all the construction phase of a project that had been recommended in either its planning or design phase in cycles three or four. So, we have again, I think, a really good path forward with the municipal Surtax program. And I'm going to turn it over just really quickly to Nathaniel to walk you through a few aspects of what he's been doing and other pieces of the Third Amendment.

MR. KLITSBERG: Thank you, Gretchen. To the Board, first of all, thank you for the support that you have provided to our office over this past year and the preceding year when I joined. Our team has been working very hard to get as many of the projects that are ready to go under agreement, under agreement. Just so that you're aware, because our team works not just on the municipal projects, but all projects that there's Surtax funding that's going towards. So, a significant portion of our lawyers' time and our performance professional staff's time go to many of the Public Works projects, transit projects and transportation projects.

Generally, we do a ton of highway bridge maintenance division and highway construction engineering on the County side. Some of the projects that have gone under agreement this year that are of particular importance is the PD&E study for the Airport Seaport Convention Center Connector. So that is going through the NEPA process and the PD&E process right now. That's one of the more significant contracts we have.

Obviously, the Sheridan Street bridge design build project, which was a unique delivery method, not something that the County does on a regular basis, but that is an innovative project in terms of both the engineering and a little unusual for purposes of the kinds of contracts that we draft to allow for this bridge lift to be going on without causing significant traffic impairment along top of it, because it would be bad if all of a sudden you couldn't continue going up and down the highway there and over that bridge.

Besides that, I really think that the crux of what we've done over the past year is that I feel happiest about, and I think it dovetails into the Third Amendment was \$120 million worth of additional municipal projects have been placed under agreement this year. And a combination of - - and to some extent, I think that that along with the tremendous work from MAP administration as well as County administration and our partnership with the Broward County City Managers Association and the elected officials, officials to the League, has allowed us to sort of hit a reset button on some of the relationship that we've had with the cities. I like to think of it in terms of, you know, my general philosophy about

practicing law is, start with yes. If you determine that you can't do it, you at least can get most of the way there.

So, we have started with every idea that our municipal partners had regarding the Third Amendment with a concept of “yes.” Let's see whether or not we can include this in. And the vast majority of requests from our municipal partners have been incorporated into the Third Amendment. It's a real see change in terms of the relationship. As I've mentioned at previous Board meetings, one of the priorities that everybody had, and it was very much outside the box kind of thinking was the cities continuously competing against each other for money, results in fewer projects getting funded. And it also requires the cities to put more work into projects and applications that they know are not going to be competitive.

So many cities would submit three projects every year, and that takes up their staff time because they know they can submit three and they felt the need to submit three by changing a significant portion of the program into formula-based funding. What do we do? We allow the cities to supplement that which they're already spending for those bread-and-butter Road Improvement Projects, whether it's milling and resurfacing, expanding sidewalks, doing bike lanes, all of that rehabilitation and maintenance type activity. Every city that is a participant in the program, and hopefully within the next couple of weeks, we're going to be every city but one, who's never going to join the program. Every city gets money every year to do something for the benefit of their residents.

We're limiting the kinds of agreements that need to be done and trying to shorten it to one agreement on an annual basis. So, if things have to legally change, we have that opportunity and we don't have to go back, and every rehab and maintenance project that they've done go and amend those contracts. Again, limiting things to one set of applications, one set of agreements. The Grant Match Program, as Gretchen has spoken about, and I just got the email the other day with all of the applications that have already been submitted, which I'm overjoyed to see, we're going to be reviewing those to make sure that they are eligible under the Third Amendment and eligible under the statute. I have faith that they all are going to be.

You know, being able to leverage other people's money was such a key component of the program, and it was not a key component necessarily of the Second Amendment. So, you know, with Gretchen and her team and County administration and the BCCMA, this concept was developed. It was one of the things that was requested by members of our Board of County Commissioners at a budget workshop in the summer of 2024, and we made sure that we incorporated that concept in. I think the cities are going to be pleased with the ability to come to us to get from the County and from the Surtax a significant portion of their local match on these State and, potentially, Federal grants and competitive programs.

So that's been the short version of what the legal department's year has been. We're expecting a very busy fall as the Third Amendment comes into effect,

and we're sort of on our shake-down crews of how it actually works in practice, because you can draft things and in the - - in the ether or in your head, it looks like it will work perfectly. But I am sure we're going to wind up having bumps and hiccups and we'll find ways to work through them. But, I think, that because of the partnership that we've had with the cities through this process and the collaborative nature, it's not going to be a difficult lift as we need to fix anything and as also as we start reviewing their projects.

So, you all have copies of this? So, I'm not going to feel the need to read it to you, but we're very happy with the Third Amendment. We're finalizing the actual terms and conditions for both the RNM funding and the grant match program funding right now that we expect will be rolled out before the beginning of the fiscal new - - Fiscal Year and will be that which all of our new agreements are going to be based. So that's what I have for the moment. I don't know if we want to do this before lunch or after lunch. I'll defer.

CHAIR PENNANT-WALLACE: Well, we have a question.

MR. COOLMAN: I just want to say thank you, Nathaniel. You've been a breath of fresh air and you're a "yes" person. Right? The work that you've accomplished and gotten rid of all the headaches we had for the first couple of years is refreshing.

MR. KLITSBERG: Mr. Coolman, as I said, I think during our first meeting, the municipal side of the program is approximately 10% of the funds. It should not be more than 10% of the aggravation.

[Laughter.]

And I think that we've achieved that through the Third Amendment, and again, we have a great group of lawyers and professional staff working on these matters, including individuals that are not formally part of the team. We have individuals who are helping us with Commuter Rail within the office that are not part of the Surtax legal team and administration. But we have a great group of lawyers. We have great professional staff. And it's credit to them, flexibility and open-mindedness from administration and from our elected officials, both at the municipal and County level, that sort of led us to where we are today.

CHAIR PENNANT-WALLACE: All right, thank you. Let's just - -

MR. COOLMAN: Thank you.

CHAIR PENNANT-WALLACE: Let's just - - you have a question?

(Speaking away from microphone.)

MR. HOOPER: Both of us have - -

CHAIR PENNANT-WALLACE: Okay, go ahead.

MR. HOOPER: Sorry, we read through this and - -

CHAIR PENNANT-WALLACE: Go ahead.

MR. HOOPER: Do you want to go first?

CHAIR PENNANT-WALLACE: Phil?

MR. ALLEN: Well, mine's short. It's under the audit section. There was

a - -

MR. KLITSBERG: I'm sorry, Mr. Allen, we're talking about. Are we going to get into the discussion item now or are we going to wait until after lunch? I'm fine with whatever you'd like. I have some discussion topics for this before questions, but I'll defer to the chair and to the Board as to when you want to deal with it.

CHAIR PENNANT-WALLACE: Yeah, let's move forward.

MR. KLITSBERG: Okay, great. So as part of the Third Amendment - -

MR. ALLEN: Well, mine was just a specific reference, as it relates to the decision or the vote that would require to go to an outside auditor to do a performance audit, and why you chose a super majority vote of the Board rather than a simple majority vote?

MR. KLITSBERG: We have a number of items that are within the ordinance as it sits right now that would require super majority votes. This was just one of them. It was part of the discussion that we were having with administration. There is no magic number if Boards - -

MR. ALLEN: I don't know if they were - - I was trying to read something else into it and I didn't see why there's no.

MR. KLITSBERG: There is no - -

MR. ALLEN: - - There was a distinction made between a majority of this.

MR. KLITSBERG: Yeah.

MR. ALLEN: Okay.

MR. KLITSBERG: There's absolutely nothing further to read into it. It's an entirely new section, actually, because this didn't exist beforehand. So, if the Board's desire is to not have to be a super majority and a simple majority, obviously, these are things that, you know, are ultimately up to the Board of County Commissioners. We will discuss them with County administration and finalize the ordinance.

MR. ALLEN: Will you be bringing this back to us, those changes?

MR. KLITSBERG: So here is the challenge that we have, and it was mentioned earlier by one of your colleagues, is because of the amount of time that the Board meets during a given year and the timing that we have for getting the ordinance in place, which is going to be at the beginning of the Fiscal Year, I'm certainly happy to send out notification to you all and copies of the materials as they get finalized over the next couple of days or week. But I don't believe that the Board is going to be meeting before the item goes for public hearing either at the last September meeting or the 1st of October meeting.

So again, I'm happy to take all feedback on this, incorporate changes and send things out and have individual discussions with the Board, with Board Members, but it's unlikely that the final document is going to be coming back before this Board for further discussion before it is submitted to the County Commission. If, and again, there are expected to be no material changes from what you've now seen in the memo, but, you know, if the Board has another meeting in between, I'm happy to bring it back.

MS. CASSINI: But there's also the opportunity for you all to come to the County Commission because it will be a public hearing item.

VICE-CHAIR MADDEN: Twice.

UNIDENTIFIED SPEAKER: Twice.

CHAIR PENNANT-WALLACE: Go ahead.

MR. HOOPER: Okay. So I went through some of this and I'm, you know, I'm the one that always has questions and this Board should be able to make - - I, I really don't feel comfortable even that even the County Commission making changes to the authority of the Oversight Board. When the Oversight Board was put in here by the referendum of the vote, the voters expect us to, I mean, you could just then just say, let the County Commission just - - and I'm not saying they would.

I'm just, I'm going to an extreme to make a point. The County Commission could just say, let's just eliminate the Oversight Board altogether, and then they get to vote on it, but that's not the will of the people. And so, I don't think that we should be that we have to go show up and say, hey, don't change the authority that we have to the County Commission at their public hearing.

I think it should be our choice whether or not we wanted a simple majority or super majority. I think the reason it's a super majority is because it's harder to do. And right now, we have the right to perform the audit the way we want to perform the audit. And if we want to do a performance audit, we have the right to do a performance audit and hire another third party to do it, but now we have to

vote on it based on this change. And so, your question about simple majority, I don't have a problem with it.

There's a lot of efficiencies that come with the accounting auditor. But I do think that we should be able to audit performance. And I do think it should be a simple majority. It should be this Board just saying, "hey, let's do it, and we vote on it. We do it." Okay. I do appreciate, you know, the statutory eligibility thing. It's pretty clear cut. And I do appreciate the language that you added here about us looking at a project and then giving the County advice or recommendations on best practices, because that's really what we want to be doing is looking at best practices and performances and how things are going to work, so, from the eligibility review changes, I would agree with that.

But on the audit side, I think that is the one thing that in the end, when something's not working, we can have someone do a performance audit and say, "this isn't working" it has nothing to do with the eligibility. It has to do with performance. So, I think this Board -- I don't think we need to show up at the meeting. I think - - I think this Board needs to write a letter. Okay. And any of these things that were objectionable - - that are objectionable or we should be asking our attorney that sits, that's the other thing, you know, by the ordinance, we could have our own attorney. We don't need to have the County's attorney. So, we ask our attorney to write a letter and he should write one, and we should send it to the County, and that should be what we say or ask for.

I want to understand the appointing authority super majority vote. Clarifying language is being proposed to specify that the super majority vote of the appointing authority be removed to remove an Oversight Board be moved to 2/3 or greater. What is it now?

MR. KLITSBERG: So, this is, and again, if I had given the presentation that I had regarding this before, I think a lot of these things would have been answered. Mr. Hooper.

MR. HOOPER: Then we can do that.

MR. KLITSBERG: No, this is fine also. So, here's the thing that we did when we went and looked at your ordinance. The things that you've asked about, by the way, performance audit and hiring an outside auditor, please look at your ordinance. This is new language. This is not something that you have existing authority to do in that form right now, so, this is actually providing something for the first time that you have not been able to do. That's why I've referenced it as new language in terms of going outside for a performance audit. If you look at your audit section of the ordinance now, you will not find that in there at all. So, this is - -

(Speaking away from microphone.)

MR. KLITSBERG: - - this is actually providing. This is actually providing something that you all have talked about in the past, but has not actually been part of what the ordinance says. As to your question regarding - - And again, to some extent, because it's new right now, performance audit, and there's been the

discussion is being performed as we, you know, will be performed by the County Auditor. This is giving some new ability for the Oversight Board to say, you know what, we want to go outside. And then - -

MR. HOOPER: I appreciate that.

MR. KLITSBERG: So again, this is - - this is enhancing the oversight powers of this board.

MR. HOOPER: And I would request to the chair that we write or that you write - - I would prefer it to be offered up as a simple majority because there's sometimes, you know, that's what I would request.

CHAIR PENNANT-WALLACE: We want to make sure we have consensus. Is everybody else on the - -

MR. HOOPER: No, no, no, no. I agree.

CHAIR PENNANT-WALLACE: - - agree?

MR. HOOPER: There has to be consensus. But I'm just spitting out my thoughts

MR. COOLMAN: Alan. Excuse me. A majority is 5 of 9. Super majority is 6 of 9. I don't think there's a big difference myself.

MR. HOOPER: Says the guy that when you lose the vote at 5 - -

[Laughter.]

MR. HOOPER: You know, that's funny you say that. You know what? You can, you know, you can elect a president 51% of the vote. Jesus Christ.

MR. COOLMAN: This group has been pretty much on target. But I mean, five or six, what's the big deal?

MR. HOOPER: Okay. All right, buddy. All right. So. So again, I'm asking the question, what was it before? Or did the appointing authority not have ability to remove somebody?

MR. KLITSBERG: So, here's the thing. I went and looked at how other County Boards deal with things like removal for lack of attendance.

MR. HOOPER: Right?

MR. KLITSBERG: If you look at the ordinance for other Boards, removal for lack of attendance is automatic in certain circumstances. Here, because again, this Board is in many ways different than other advisory Boards that exist within the County and you have an appointing authority that is not our Board of County Commissioners. I didn't think it was appropriate as the Board's lawyer that there be automatic removal based on attendance issues. The appointing authority because you have that other body that actually handles who is sitting on this Board to bring that to the Board.

The same thing for, and again, right now it provided for the Board to the appointing authority to remove Board Members and didn't specify whether that's just one of them. The one who is primarily working on the particular category of certain members of the - - so again, putting in things like a majority vote or a super majority vote were to clarify things that are in there in concept but don't actually say how it happens. So that was the reason why super majority vote

rather than majority vote for removals for X and majority vote for removal of Y. Considering right now most other Boards, if you missed two, if you have two unexcused absences in a row, you receive a visit from the Intergovernmental Affairs fairy with a magic wand and you're no longer a Board member by, by just the act of not coming.

MR. HOOPER: Isn't that something that maybe we could discuss for once for five minutes and, and say hey, this is. How do you guys feel?

MR. KLITSBERG: I am happy to have all those discussions.

MR. HOOPER: I mean if somebody misses three meetings, four meetings, how many meetings are acceptable to miss and either they can resign or they can or they can be removed. That's something that we should be talking about.

CHAIR PENNANT-WALLACE: I mean, can we discuss this now?

MR. KLITSBERG: Or if you'd like for me to just finish up on the other section, we could go through each of them since you have a copy of the memo. So, a few other things, all there's a huge chunk of your ordinance and you know the related administrative code that is about the NPO's review process of Capital Programs. It doesn't exist anymore. The MPO relationship and agreement expires at the end of this year and is not being renewed and is not contemplated in the Third Amendment.

So that is huge chunks of your ordinance that are gone in the proposal because, again, the Board gave direction to the County Attorney's Office to bring

back provisions and amendments to the code for conformity with the Third Amendment and other items that our office was recommending based on, you know, there have been legal changes that, you know, don't automatically happen when the ordinance stays the same way, but State law may have changed.

We have a category of one of a member of the Board, the Chair in this circumstance, which is an individual who is either the president of a local public institution of higher learning or their designee. And again, because of changes in State law, concepts like supplier diversity are no longer things that we would be having. So there have been, again, revised requests that keep it in that same context of vendor and supplier relations and workforce development, because that's what, to some extent, that role related to - the CBE requirement. There have been changes to State law relating to the utilization of local preferences for vendors in Public Works projects. So, there's a technical change that's happening that's being recommended to the CBE provision.

So that right now, right now, our statute has an exclusion from the prohibition against using local preference for Public Works project for projects funded and eligible uses under Transportation Surtax. So, the tweak to the language here is saying that the CBE component is based on the portion of the funds that are going to it from the Surtax rather than State funds, rather than other funds, so, we don't wind up in that situation where we are going to be challenged for having any CBE goal attached to projects. So, we're trying to kind of future proof the ordinance based on where we think the legislature is going.

One of the - - and again, I think I've spoken about the appointing authority concept because again, it's just in there as the appointing authority may do X. Doesn't say by majority vote, by one person's vote, by super majority vote. And considering absences are one of those things that are automatic removals for other Boards, we at least wanted to make sure that they required a majority vote of the appointing authority before that happens. Gretchen, please.

MS. CASSINI: So right now, at least if I'm recalling correctly, that appointing authority, when they created their section of admin code, their bylaws specifically said they would not meet unless every single one of the members were there. So, it was always a unanimous vote, just FYI.

MR. KLITSBERG: Right. But that's just in terms of how they, how they meet. One other specific item, and this is really based on the Third Amendment because from listening to you all over the past year and a half and the questions that are asked of staff and of MAP administration and of our office are so keenly tied to issues of oversight of specific projects. I know that that is, again, a primary concern of this Oversight Board. So, the Third Amendment was drafted so that, currently, it shows the County Administrator or the Oversight Board, if an ordinance was changed.

We have a number of projects again I've spoken about since day one, the zombie cycle one projects, for example, that we had no ability to do anything with and free up that money for other municipal projects. We've included in the Third Amendment the ability to actually just wipe those remaining few projects off the

Board and redeploy that money on the municipal side of the ledger for more municipal projects. There are also projects that are not necessarily cycle one that linger for very long periods of time. And this is not a criticism of the cities. Many times they have a lot of turnover. Certain projects may lose general public support or priority.

But the other component of this is there wasn't an easy way for those projects to be lopped off and redeploy those funds, because the more money that can be spent on more projects, based on everything that I've heard from this Board and from our County Commissioners and from administration was, the better. Get the funds deployed. Don't leave them sitting in an allocated box that can't be touched.

So one of the things that was included in the Third Amendment and dovetails into your oversight role is if the County determines that a project should be terminated, because it's not under a Surtax agreement within a particular period of time, or city has used other funds and completed the project without any of the, you know, reporting or things like that to the County, the County now has an authority to just terminate those projects with notice to the cities. If a city disagrees with that, they come before you and say, we're not under contract because - - because XYZ reasons. You'll receive all of that documentation in advance.

The Board of County Commissioners is delegating authority to this Board, which is legal under, under Florida law and the Supreme Court decision relating

to the Surtax from Hillsborough County. It's the Board of County Commissioners that gets to make certain decisions, but they do have the ability, if they choose, to delegate authority to others. So, it delegates authority to you if the City provides you with a legitimate reason why they're not under contract. After listening to the city and MAP administration and if I have anything I feel like saying, if you all want to grant them up to another 90-day extension to get their project under agreement. It's not get their project done, it's just get it under agreement.

MR. ALLEN: Who makes a determination? I'm sorry, Madam Chair. Who makes the determination that the project is being canceled?

MR. KLITSBERG: It's going to be the County Administrator or designee. There's been a designee, which is -

MR. ALLEN: Okay.

MR. KLITSBERG: Ms. Cassini, down at the other end of the table. So, MAP Administration, in consultation with the Public Works department, in consultation with County administration, the other technical professionals will look at projects and well, this project was completed four years ago with non-Surtax funds. We can't give them any money. It's done. You know, those projects get canceled. And again, if the city disagrees, if the city agrees, the project's canceled and the project is in fact canceled, you will have the ability, if the city objects to that, to give them additional time if they give you a good reason why they are not under contract and an expectation that they're going to be able to within the next 90 days.

So that is one of, again, that is like project level oversight of things that you all have looked at and approved and sent on to the Board of County Commissioners that they have appropriated or approved in a budget for funds to be given. You all will have the ability to see those ones that are lingering, rather than just hearing from me every 90 days when you're having a meeting going - - there's still nine projects that are not under agreement. We're not going to be able to do anything about them. So that's honestly one of, one of the most significant changes in the ordinance which is providing further oversight power to this Board under, under delegated authority. The other things.

One last thing just to mention, which is we conformed your quorum rules to the other Boards in Broward County. So, after the pandemic or during the pandemic, there was some back and forth with the State and various local governments in terms of, of what do we do during a State of emergency where everybody is not going to be in the room together. Can people appear telephonically? There is a very old Attorney General opinion that says you can't. Quorum means bodies in chairs, unless the enabling legislation for that body says a quorum is different than just a majority of people in chairs. So, this is the, the language in here is conforming you to every other Board. So, it will allow people, if you are going to be out of town, to still participate in the meeting. If there's a requisite number of individuals that are actually here in person, and if there is a meeting that was planned, like God forbid, next year, the August budget meeting happens and there is a tropical storm or a hurricane, and we are not

going to be coming all together in person. If it's a declared State of Emergency within the County, the entire meeting can be held by electronic means so that you can continue the important work, notwithstanding mother nature outside, and that's pretty much the extent of what the changes are. There's some, you know, typographical errors and things of that nature that we're fixing, but those are the substantive changes. I'm happy to talk about all of those. And if the Board has different views of these things to take those - - again, our Office is given direction from the Board of County Commissioners to draft ordinances, so we have to again follow that direction. But I want to take into consideration all of the comments that you make, especially when they're not items that are strictly related to compliance with the Third Amendment, but just other things that were going to be recommended in connection with this. So, I'll defer to how, however you all want to discuss the item and I want to make the changes you have.

MR. COOLMAN: I just had one question.

CHAIR PENNANT-WALLACE: Okay. Go ahead.

MR. COOLMAN: I probably should know this, but the MPO is no longer going to be evaluating projects.

MR. KLITSBERG: Evaluating - -

MR. COOLMAN: Who is?

MR. KLITSBERG: So, because we're moving to a formula-based funding system for rehabilitation and maintenance projects, the review process is expedited in terms of our Office reviews it, is it statutorily eligible? The answer,

again, these rehab and maintenance projects are roads, sidewalk milling and resurfacing. Unless I get something bizarre, the answer is going to be yes. And then MAP Administration, in consultation with other County agencies, looks to determine whether or not what they're asking to do with their formula-based funding that year, is going to conflict with an existing road project, so, you don't have multiple segments of road in adjoining areas under construction simultaneously because nobody wants that, or if it's going to conflict with a State project.

And even in those circumstances, 90% of the time the answer isn't going to be no. It's just going to be, you need to delay your start for a few months so that this other project is finished. So, if the projects are eligible under the Statute and not prohibited under the Third Amendment, and we've made this very broad in terms of what is eligible under the contract, the answer is going to be yes. It just becomes a question of logistical timing. Gretchen?

MS. CASSINI: I think that the question was who will review and potentially rank and recommend new projects, and that, in the Third Amendment, happens when the BCCMA - - so the Broward County City Managers association is now a party to the Third Amendment. They were not before, so, they are standing in the shoes of the MPO for any future cycles of new projects that the parties wish to pursue. So, it's not automatic. It's when there is enough money or a desire to do a new capital application process, then the Broward County City Managers Association will handle it. Did I get that?

MR. KLITSBERG: Absolutely.

MS. CASSINI: Okay.

MR. KLITSBERG: And that's going to be a relatively rare circumstance because, again, we are formula-based funding much of the money for rehabilitation and maintenance projects and we have the grant match program. We only flip over to potentially having new capital projects that are not getting State or Federal money that don't fit with an RNM on a - - it's going to be a relatively rare circumstance where let's say, you know, there's \$20 million or Gretchen's example, it's \$13 million in the Grant Match Program for right now. If everybody that applies that we then, you know, set the money aside for doesn't get the grant, there's a bucket of money there and the question becomes does it roll over to the next year in that program? Does it get used for a new couple of capital projects?

And again, because we want to have the collaboration with the municipalities as our partners in this, MAP Administration and the BCCMA are going to be communicating with each other in that rare circumstance where money hasn't been allocated to determine how it is that the cities want to use the money that we've allocated for city use. Because banking it indefinitely is not something that, I think, that anybody wants to do. So, we've created all of these escape hatches for funds to be spent on eligible.

MR. COOLMAN: So, I could presume the cities are in favor of this change.

MR. KLITSBERG: Well, 27 cities I believe have voted on the Third Amendment and all 27 have passed it.

MR. COOLMAN: Thank you.

MR. HOOPER: Madam Chair.

CHAIR PENNANT-WALLACE: Awesome.

MR. HOOPER: So - -

CHAIR PENNANT-WALLACE: All right.

MR. HOOPER: I was going to say I have a few things. I like everything that - - I think everyone appreciates the changes on the municipal side. I just have a few questions on the Surtax side and if we want to take lunch and come back, I'm okay with that because I'm gonna, I may get a little bit in the weeds and it could prolong some things.

CHAIR PENNANT-WALLACE: Okay.

MR. HOOPER: So, if you want to stop.

CHAIR PENNANT-WALLACE: Right. Yeah, we can take, we can take a break but I think we also need to revisit the question on whether we want super majority or majority.

MR. HOOPER: That was one of my - -

CHAIR PENNANT-WALLACE: So yes, I mean and we, we can probably take a motion right now and just - - Well, unless there are other things because -

MR. KLITSBERG: Because it's not on as an actual voting item, I'd like to get the Board's generalized consensus on some of these things because it doesn't

have to. It's not a formal vote but I'm certainly going to be listening to the feedback that I've already gotten and if it appears that everybody is in agreement with that, start to make reviews so - -

CHAIR PENNANT-WALLACE: Let's just knock that out and then - -

MR. HOOPER: You want to knock it out, because I think you got to knock out three or four things.

CHAIR PENNANT-WALLACE: I'm hoping we'll be motivated by the fact that it's standing between us and lunch.

MR. HOOPER: Okay, can I go through the list of things that I think have - - that we should talk about? The quorum thing. I just want to know on the quorum, is there a quorum today? Is it like 5 or what's - -

MR. KLITSBERG: Majority of the Members of the - - Majority of the Members.

MR. HOOPER: So then what you're doing is you're making the Chair and three, and then whatever the difference is on phone, you've met your quorum.

MR. KLITSBERG: Well, in fact, if there are three members of the Board present or the Chair present plus individuals electronically, you now have a quorum. So, you don't need to have five bodies sitting here.

MR. HOOPER: That's - - that's what I wanted. So.

MR. KLITSBERG: So. And then, by the way, that is exactly the same quorum rules as every other Board in the County under chapter 1-233 of our Code

of Ordinances. You all were just not part of that because you had a different section dealing with quorum.

MR. HOOPER: Okay.

CHAIR PENNANT-WALLACE: Okay, so as he brings it up, can we just get a general consensus from everybody? I mean, if you - - if you agree that we should move forward with this quorum as written just I'll ask for a raise of hand and so - -

MR. KLITSBERG: Or you could just - - Is there anybody that doesn't want to go forward with it as proposed?

VICE-CHAIR MADDEN: May I - -

CHAIR PENNANT-WALLACE: Go ahead.

VICE-CHAIR MADDEN: May I ask, how does that work? If there is a super majority and we have how many members? Nine members. You could have a meeting with a quorum, but - - and then do you still have to meet five people or six people?

MR. KLITSBERG: Well, again, so for anything that would require a super majority vote of then appointed Members of the Oversight Board. And by the way, the "then appointed" is also to provide for the possibility that there's a vacancy at that moment. So, the number is going to go down.

MR. HOOPER: I'm a numbers guy. "Appointed" means of "all the members", not who's present - -

MR. KLITSBERG: -- it's then appointed. Because if you have somebody who's a -- Yes. So, if -- If there's a seat vacant on the Board and there's only, you know, eight of you that are here, or eight of you that are Members, the super majority is going to be 2/3 or greater of 8. So again --

MR. HOOPER: There's four people here. We can't. You can't get to --

MR. KLITSBERG: Yeah, the reality here is -- and by the way, that is very standard under Robert's Rules as well as other Board rules. But again, if you want something different.

VICE-CHAIR MADDEN: I just wanted the clarification.

MR. KLITSBERG: Sure.

VICE-CHAIR MADDEN: I think we can move on.

MR. HOOPER: No, but -- but -- yes, you say that, that's Robert's rules, but then you -- we have other things like "a removal of officers, requires a majority vote." Well, majority vote -- and then you put the "then appointed members." I think it's -- I think it should be majority of whoever's in the meeting at the moment in time.

MR. KLITSBERG: So, and if that's what the consensus is, I'm happy to review that, but just so you're aware, because a quorum can be three people, in person. That means two Members of the Oversight Board who are present, because you have a quorum with three here, physically, and let's say nobody appears telephonically. That means two people have the ability to take that action rather than a majority.

MR. HOOPER: I'm reading "the Chairperson," - - oh, it says "or at least three."

MR. KLITSBERG: Exactly, and by the way, that is what a - -

MR. HOOPER: So, a quorum is - - a quorum is not enough. Okay. The quorum should be what the quorum is. What is a quorum? If we're here right now, today?

MR. KLITSBERG: Right now, this Board is unique compared to - -

MR. HOOPER: What are other Boards?

MR. KLITSBERG: - - every other Board in the County. Again, the Ordinance - - this was conforming it to the Ordinance of every Board, other than this Board. It would require a majority of the Members to be physically present in the room in order for there to be a quorum.

MS. CASSINI: Sorry, I screwed something up.

(Speaking away from microphone.)

(Technical issues in room.)

MR. HOOPER: So, we could never do a Performance Audit unless we get a super majority of everyone that's been appointed. There's not a vacant seat. Okay? So, everybody's gotta show up. We got to get 66% of the people.

MR. KLITSBERG: Not everybody has to show up.

MR. HOOPER: I get that, but then you're only leaving one absentee. It's starting to - -

MR. KLITSBERG: Or two, but again, that meets - -

MR. HOOPER: That means everybody in the room has to say okay.

MR. KLITSBERG: Mr. Hooper, you are correct - -

MR. HOOPER: Yeah.

MR. KLITSBERG: - - but again, this is again a new power that the authority of the Oversight Board doesn't have right now. And I, again, am not advocating for any one of the - -

(Microphone system starts working again.)

MS. CASSINI: Everyone's mics are off. I'm just - - FYI.

MR. KLITSBERG: I'm not advocating for any particular number of these. Many of them were done for conformity with other Boards. Many of them were done in the context of, it's a new right and power that's being delegated to this Board. Gretchen, I know you - -

MS. CASSINI: I just wanted for historical context. Mr. Hooper, when you were the Chair, this administrative code, the second version was brought forth to the Commission and it was this Board's decision at the time. And there was obviously a different membership that they wanted to be different because this was offered by your previous Surtax General Counsel that you could follow the same quorum and attendance rules as all of the other advisory Boards.

(Speaking away from microphone.)

MS. CASSINI: There are like 70 plus, 80 plus. And I think you all were very clear that you wanted five physical people present before anybody could

participate virtually. So that - - that's why it's different. I just wanted you to know it was your choice. It wasn't. You know, the County didn't impose that on you.

MR. HOOPER: And it's bringing up the question as a super majority and majority. And in all the language of all these things that are being proposed in an amendment, it's requiring of the then members majority or super majority, in my opinion. I hear you, that you're giving us. And maybe in the second amendment, we lost our ability to do a performance audit, but I hear you on giving us authority, but we're also relinquishing authority on the eligibility review. Okay, we're relinquishing authority on that. So, we're getting a little bit of something, but we're getting one and losing the other. And what I'm saying is I would think that - stick with the five, okay?

MR. KLITSBERG: Just so that I'm clear, five physically present.

MR. HOOPER: That's what we already said, according to Gretchen. So, if it's five, then it should be - - If there's five present. So, if we know we're voting on something pretty important, like a performance audit, you bring five people in and it should be the majority of present. That's what we should - - if we have to write a letter to the City, to the County Commission and make it. But that's what we should do, because if there's five of us here and we run into a problem, I mean, come on. It's pretty important.

MR. COOLMAN: I have a question. There's only five of us here. You're saying three people, that's the majority of five, can make the decision.

MR. HOOPER: Why not?

MR. COOLMAN: I don't like that at all.

MR. HOOPER: Dude.

MR. KLITSBERG: And again, there is no magic number. That's why we're having the discussion. That would also include things like removing an officer from the Board. So, if there are five people here, three people could remove the Chair. I'm just making sure that you're aware of all of the context of what could happen.

MR. HOOPER: The thing I'm talking about right now is the performance audit, okay? And typically, it's more than five people that show up for the meeting, and so, we're making this whole quorum thing. We're all getting caught up in this whole quorum thing but right now there's 1, 2, 3, 4, 5, 6, 7, 8 people sitting here, right? 8. 8 people. And if we wanted to do a performance audit, then all we have to do is get a majority, which is five out of eight. And I think that represents - That's pretty good. Okay. Because sometimes people don't agree. Okay. And all our other stuff that we vote on is majority, a lot of it. I don't. You know. And if we want to remove an officer.

Well, first of all, this group would not be trying to remove an officer unless the officer has done something or has been absent. Okay. And so, five of us vote. We're getting caught up on this quorum thing and thinking that there's only going to be three people sitting in this room. And if we want, let's make it the Quorum 8. I don't care. But we should be making it. We should be - - it should be majority. It should not be super majority.

CHAIR PENNANT-WALLACE: All right, let's get some consensus - -

MR. HOOPER: On everything.

CHAIR PENNANT-WALLACE: Is there anybody who objects to us having just it stays as majority? Or is that, is that the general preference that we go to a majority vote?

MR. HOOPER: Of the present.

CHAIR PENNANT-WALLACE: Maintain majority vote? Is that a yes from everyone?

VICE-CHAIR MADDEN: Yes. I prefer majority vote.

CHAIR PENNANT-WALLACE: Okay. All right. Can we just go through to everybody that - - starting. Phil?

MR. ALLEN: Majority.

CHAIR PENNANT-WALLACE: Shay?

MR. SMITH: Yeah. We're talking about, in terms of the performance audit piece of this. Right? It's the - -

MR. KLITSBERG: The only section in terms of majority is the hiring. In terms of what would happen is coordinating with the office of the County Auditor to hire an outside third party to do a - -

MR. SMITH: Yeah. I don't know why that would jump to super majority. So, yeah, I'm for majority.

CHAIR PENNANT-WALLACE: Majority. Phil, your comment? Do you want to keep it at majority?

MR. ALLEN: Majority.

CHAIR PENNANT-WALLACE: Okay. And you said majority. I'm saying majority.

MR. COOLMAN: Majority.

CHAIR PENNANT-WALLACE: Okay.

MR. DONMEZ: Majority.

CHAIR PENNANT-WALLACE: Okay.

MR. McELROY: The same, majority.

CHAIR PENNANT-WALLACE: All right.

MR. KLITSBERG: So, we have - -

CHAIR PENNANT-WALLACE: We have consensus.

MR. KLITSBERG: I will make - - that's a change that I have the ability to easily make. It's not anything that was given specific direction for so, we'll change that to be majority of the Board Members present so long as you have a quorum that - - just so that I'm clear for when I'm making the other changes. Is it the general consensus that you want to keep? You don't want to use the quorum rules that apply to the other County Boards, and you want a quorum to be five physically present members in the room.

MR. KLITZBERG: Okay,

CHAIR PENNANT-WALLACE: Well, the majority of members.

MR. HOOPER: Yes. And Gretchen. And I think Gretchen, if we were voting on something that's pretty important, she's going to let everybody know

that we're voting on a performance - - Right? We're going to know about this. Right? And to those who think it's important, be there.

CHAIR PENNANT-WALLACE: And I think, historically, we've had good attendance from our Board Members. So, I think we're good if we just go along with majority vote.

MR. COOLMAN: A question. If we have five present, we don't have the ability to have outside people call in.

MR. KLITSBERG: If it's the desire of the Board. Once you have a physically present quorum to have other members appear telephonically, if they can't be here in person, I will make sure that your ordinance and your admin code reflect - -

MR. COOLMAN: Because to me I would think if we have our five present and we have two or three call in an important issue, those people should be able to vote.

MS. CASSINI: That's the situation you have right now. So, what we are saying is that you'd like to keep it way that it is now. I want to just bring one thing up that I just want to re-emphasize because Nathaniel talked about it and some of you have, individually, mentioned your concerns about this to me. So, this was your opportunity. If there was a declared disaster that you could still meet, you could still meet quorum with no one physically present so that if we, if the roads aren't passable but we can still have a zoom meeting that you could still do business. So that's the one area that I just want to make sure you all are on the

record about. If you'd at least like to have that change so that you have that option right now. You don't.

CHAIR PENNANT-WALLACE: Right. So, I think the key is that we have majority vote. Whether it's in person or it's electronic, I think, I think that's the consensus.

MR. HOOPER: But not the then appointed members. It's the people that are in the meeting. Provided that you've met the five quorum. A lot of this stuff says majority vote of the then appointed members. That means if there's nine members and two don't show up. Right?

MR. KLITSBERG: Exactly. So, again, then appoint - - majority of then appointed means if there are nine, two don't show up. You still need five.

MR. HOOPER: Right. And that would be. That would be a unanimous vote if there was only five of us.

MR. KLITSBERG: So, we've had vacancies on the Board before where we've had meetings where there are vacancies. Again, you're still now your majority. You know, the total number has shrunk and the question becomes what is it that you want to do under those circumstances, but I think I have general consensus on all these things from, from the members. So, I will make those changes - - that just so that you're aware the process will wind up being is once we finalize the drafts in the administrative code, they are reviewed, obviously, internally within the County Attorney's Office. They'll be reviewed by County Administration, the County Auditor. You all get a copy of them please. Besides

not hitting reply all, please send me anything that you think that I have not captured from the discussion that's happening - - happened here today. Because the goal that I have is based on what we've talked about, is to make the changes based on that. So - -

CHAIR PENNANT-WALLACE: Okay, we understand your intent. Thank you.

MR. KLITSBERG: That's why I want to circulate and make sure that I have not missed anything.

CHAIR PENNANT-WALLACE: All right. Is that it, Nathaniel? Because you're standing between us and lunch.

MR. KLITSBERG: I have nothing else.

CHAIR PENNANT-WALLACE: All right, so we'll go ahead and take a break at this time.

(LUNCH BREAK FROM 12:31 TO 1:09 PM)

CHAIR PENNANT-WALLACE: We want to go ahead and get started. All right, guys, I want to go ahead and move forward to reopen our meeting because we still have quite a few things that we need to get through. And so, at this point, I think our next on the agenda is the Broward County Transportation Department. Coree, welcome.

BROWARD County TRANSPORTATION DEPARTMENT

MS. CUFF-LONERGAN: Hello. Welcome. Welcome to myself.

(Laughter.)

Sorry about that. So, thank you so much again for having us here. We're glad to be able to share with you what we've accomplished over 2025, talk a little bit about what we're projecting to spend on 2026, and then the five-year look ahead. And joining me at the - - at the podium today is several members - - of three members of my team that are responsible for key areas of our capital delivery. And Denise, who is our Acting Financial lead and she manages all of our Financial Department activities in addition to our grants. Abhishek, he's new, I believe you met him at one of the meetings previously. He's our new Capital Infrastructure Officer.

And then I have Barney McCoy here as well. He runs our Planning, Scheduling, and Customer Service. And he's serving as our Acting Customer Experience Officer, Chief Customer Experience Officer. So - - so we have - - we want to start this off the right way with a quick video to show you what we've done this year.

(Broward County Transit Video plays.)

(Audio stops on video.)

MS. CUFF-LONERGAN: This room hates me. It works. Every time before we start, they test it and test it, and it works.

(Transit video played again from the beginning.)

(Broward County Transit video ends.)

MS. CUFF-LONERGAN: Okay, so that's a little bit of what we did last year or this year. So, one of the things that's good about -- I don't know what's better to come before lunch or after lunch.

CHAIR PENNANT-WALLACE: That music really helped.

MS. CUFF-LONERGAN: The music helped wake you up? Okay. You know, at the end of the day, one of the key missions for any transit agency, and for us in particular, is to provide mobility options that connect people to opportunities while strengthening the economic fabric of our community. Just for additional reminders, we are the second largest transit system in the State of Florida. We have, per the American Public Transportation Association, 2004 Factbook, we've gone up from the 40th ranking in the country to 32. So, we're super excited about that. And we know that when we are finished with PREMO, we're going to be likely in the top 20. So, this is huge for us to be able to see this kind of movement.

You know, we talked a little bit about the number of fixed routes that we -- we operate, again, as a reminder, per that video, about 422. We travel and cover about 14.1 million miles annually and we have and deliver about 1.1 million passenger miles a year.

We also have about 1300 professionals, transit professionals that work for us that, you know, we make sure that we get people to where they want to go. And we have Community Shuttles in 18 of the 79 cities of -- city -- 18 cities with 79

community shuttles, and we maintain two maintenance facilities, four transit centers, and five Park and Ride lots.

When we're looking at our overall passenger activity for the year, we are roughly at about 20 million rides this year, so far. We have also seen an increase in our Para-transit. I'll talk a little bit more about that. Our Community Shuttle - Shuttle is at about a million. And our Late Shift Connect, we've also seen an increase in those rides as well.

I did receive a question about our per passenger costs for our fixed bus routes. And we are at about \$8 roughly per passenger. So, we did do a little comparison to, you know, National numbers as well as the State. What we found is that across the State, when we look at other agencies, we're second in terms of size and then second lowest in cost. So that's something that we're super proud of.

The other thing is, is that in this area we are, Miami and us are kind of neck and neck in terms of cost, while Palm-Tran is significantly higher than we are. The National average is about \$11. So, we're \$3 and some change lower than what they are, and so, you know, we are looking at that. We use the National Transportation - - National Transit Data set as our source of information. So, these numbers are based on 2023, which is the latest numbers that they have in the NTD. But given where we are and some of the trends, we anticipate that we're still in that ranking that I mentioned to you earlier before.

So, our customer experience, we really work to make sure our customers have a good experience on our system. We really want them to enjoy the ride and come back many, many, many times over. And so, a couple things that we've, we've done differently. What we used to do is we would start our Customer Service Team at the same time our service was starting like a little bit later in the morning within our first route. And what that did, unfortunately was if I had an issue, I had to wait until the Customer Service Center, if I couldn't get my answer on-line, open. And I didn't have access to that overnight.

Most people who are using transit are trying to plan their trip either the day before and sometimes overnight, and then also, because our service ends so late in the evening, you may have a question or lost something on a bus that you need to have access to. So, we have changed our model. We are providing 24/7 customer service and with live agents. And what we've seen is about a 74 increase in calls as a result of that. So, we know that there was an untapped market there that we weren't getting into.

We've also reinstated our funding for I-75 Express Service. We have improved our ridership on our Park and Ride in Miramar. And we have - - that service now goes from the Miramar Park and Ride all the way to Miami Central.

We submitted our first TDP, our Transportation Development Plan, our progress report under the new TDP rules to the State and our Late Shift Connect, so, this is one of the Surtax' favorite friends on-line. We've made some significant improvements to the service. We've increased the amount of money that our

passengers can use to use the Late Shift Connect service and we've extended the distance that the service can go. And what we saw, as a result of that - - thankfully the Commissioners agreed that this was a good investment - - we saw a 352% increase in usage.

Now, if you recall the Late Shift Connect, that's for folks that either start their shift after our bus service ends or which, you know, is kind of a moving target, right? It depends on where you live and what time that bus would stop in your community or near your home, and then it ends the next morning. So, if you're working that third shift now, you have service. What we found from our passengers was that they do enjoy many of them. I don't know if they enjoy this, but they have second jobs. So even though they may be working that third shift, they're going somewhere else to work the first shift. And so now we're able to accommodate that second opportunity that they're going to. So, we believe that these minor tweaks that we've done are the direct result. Plus, we've been doing a little more marketing on it as well to be fair. That's why we're seeing those significant increases.

So, I just want to thank you guys because this is your baby. From what I was told, it was very something that was near and dear to you all and that you really wanted to see this be successful. So, we're trying to make it work for you.

CHAIR PENNANT-WALLACE: So, Coree, one, one quick question. Have you engaged with employers more? Because I remember that was part of the conversation at some point.

MS. CUFF-LONERGAN: Yeah. So early on we were doing a little more. We were doing a lot of B-2-B kind of relationship building and awareness building and getting some of like the hoteliers to kind of push the message down to their workforce. I think what we, what we're doing differently now is we're pushing directly to the consumer. So, we're not going only through the business community, and I think that is the major change in terms of our ridership because we're talking directly to the consumer. We have ads running when they're making their decision to use transit. And so, there's a larger awareness of this service that's available.

The other thing to be fair is over time, anytime you introduce a new service, there's word of mouth and there's other things that kind of drive adoption rates, but this is even better than that. So, and then our Para-Transit Service. We've seen a 15% surge in ridership there as well.

In terms of also elevating the customer experience, we've delivered two new bus bays this year in the City of Sunrise and on State Road 7 near Wiles Road. We have also increased our bus shelters in terms of some new additional shelters.

And we have seen some really good movement in terms of our security at our - - at some of our bus shelters. We have introduced solar lighting, so we're taking advantage of nature and having these pole mounted solar panels that allow us to have light where we otherwise wouldn't have it, because sometimes where our bus stops are, there's not the infrastructure to support lighting, and quite

frankly, it's expensive in some cases to bring that lighting to where it needs to be. Mr. Hooper, I know you know about that. And so, it's really helpful for us to be able to take - - use nature every chance we can to, to provide additional security for our passengers. Now this story is, I, I just love sharing this story. Yes - -

MR. McELROY: (Inaudible; talking without turning on microphone.)

MS. CUFF-LONERGAN: What about it?

MR. McELROY: (Inaudible; speaking without turning on microphone.)

MS. CUFF-LONERGAN: Sure.

MR. McELROY: Do you mind if I ask some questions - -

MS. CUFF-LONERGAN: No problem.

MR. McELROY: - - about the elevating the customer experience slide.

MS. CUFF-LONERGAN: Yeah, sure.

MR. McELROY: Is the - - I guess I'll start with the first one. The bus bay infrastructure upgrades. Is that something that we're going to be looking at incorporating everywhere or is these select cases? Because I know they can get expensive and I'm kind of wondering why we're sacrificing good ROI or a good right away. That could be like an enhanced sidewalk with some trees and we're shifting it and putting pavement there.

MS. CUFF-LONERGAN: Barney, you want to take that one, please?

MR. McCOY: Good afternoon, Barney McCoy. You asked why are we using the right of way for bus bay investment as opposed to - -

MR. McELROY: No, for the bus bays, versus just having the buses just stop on the side? Because from what I understand, like FTA says that bus bays slow down buses because they have to pull into the bus bay and then re-yield back into traffic.

MULTIPLE SPEAKERS: (Inaudible.)

MR. McCOY: That's not the - - go ahead. I'm sorry.

MR. McELROY: No, I mean, that's my understanding of it where it does increase the vehicle flow of traffic on the streets, but at the sacrifice of the bus,.

MR. McCOY: They are instrumental to our operation because it's actually part of what we do in terms of the service provision. If you have a route that's ahead of schedule, the most opportune place along the alignment for the bus to stop and reset would be a bus bay. If a bus is running hot is what we call it. It's a cardinal sin in transit. You don't want the bus stopping in the right of way. So, if you've got bus bays at strategic locations along the alignment, they can pull off into the bus bay, get back on schedule. In addition, it's also dependent upon the speed of the corridor as to the ingress and egress for the bus associated with the bus bay.

MS. CUFF-LONERGAN: Yeah, and I think that's the key message there. To your point, you know, you don't want a bus stopped in traffic and holding up a lane of traffic and potentially having somebody rear end it. Believe it or not, people run into the back buses. You would think it's a bus. You can see it. You don't hit it. But that's not what happens. And so that's a safety feature to pull out

of traffic, board, and allow people to alight, and take their time and to get on and get off a bus.

So, it's actually better for passengers when you have the bus bay. It's also better for traffic, to your point, which is true. But the time that it takes to pull in and out is dependent on the road and the traffic volume. So, I don't think it's a unilateral statement that you can say in all cases that a bus bay is better than pulling in directly on the road.

MR. McELROY: So operationally it makes perfect sense. And if they're running hot or if you need to slow them down or whatnot, I think we should, though, have a pretty good understanding. I guess operationally if they're better though, like, I don't, I don't, I don't see the problem with stopping traffic in a lane like a normal bus. And I do understand the rear-ending effect, so we don't want that to happen. But they're expensive pieces of infrastructure.

And it's, in my view, it's car infrastructure because you're taking what was a good amount of space and you're shrinking it. What the pedestrian has access to, to throw the bus in there. So, I just, I don't know if we're gonna build a lot of -

MS. CUFF-LONERGAN: Normally, when you do a bus bay, you also continue the sidewalk. I mean, you don't reduce the sidewalk for a bus bay. So, I, maybe we should have this conversation - - I don't, you know - - we have a lot to go through today, and maybe we should have a meeting with you to kind of walk you through some of the thinking here, if that's okay?

MR. McELROY: Okay, yeah, I'll do that. I have a - -

MS. CUFF-LONERGAN: Thank you.

MR. McELROY: - - question on the bus shelters. These numbers look kind of low. Like what's our plan to accelerate these faster? I see them in the Five-Year Plan, but can we - - Is it possible?

MS. CUFF-LONERGAN: Okay, so let's talk about the bus shelters, because this is a conversation that I think is worthy of having. In an absolute world, and you're just building bus shelters and there are no constraints for the maintenance of those shelters, you can fly through and put shelters everywhere, but the County has relationships with the cities, and the cities maintain the shelters in many cases. And the expense for us to take on the maintenance of those - - those assets would be even more challenging for us. And so, we appreciate the fact that the cities have stepped up and taken on that maintenance.

And what happens is that we are now very intentional about where we're putting bus shelters, based on having those maintenance costs appropriately shared between the County or the city. And so that was a change in strategy that Monica, our County Administrator, asked us to pursue about a year and a half ago. And so, what you're seeing is the residual of that, where we've slowed down what we're doing to get those agreements in place, those long-term maintenance agreements in place so that when we build the shelters, there's somebody there to maintain them.

CHAIR PENNANT-WALLACE: Awesome.

MS. CUFF-LONERGAN: So that's an efficiency measure.

MR. McELROY: I get that. But this - - this is kind of tough for me to understand because we just saw that Public Works presentation of \$480 million. And this is arguably whatever those things, I don't know, the quality-of-life improvement to somebody is for some of those projects. People might not even know those projects exist. This is such a direct impact of the Surtax is our ability to provide shelter for people who ride our transit system. And I know you guys are all about this. So, if the County Administrator is slowing our progress towards bus shelters, I don't understand it.

MS. CUFF-LONERGAN: I don't think she is slowing our progress. I think she's being intentional about making sure that the costs are attributed to the right place, and I don't think that she's being anything but responsible for taxpayer dollars. I mean, we all want to make sure that our passengers are taken care of. Trust me. I don't want my passengers out there standing in the hot sun or getting rained on. I think we - - everybody in this room wants that.

But we do need to make sure that we have that long-term maintenance in place before we make the investment of those, those shelters. So, we are on that path. And so, we're looking for 26, which I would be talking about a little later, so you're getting a sneak peek. We're targeting about 70 buses and 2020 is stop shelters that we're looking at improving in 2026. Bus stops, bus shelters, and then an additional over the five-year period, about 350, so that's what our target is. But again, you know, we're going to do that very methodically based on those maintenance agreements being in place.

MR. McELROY: I mean, I get it - -

CHAIR PENNANT-WALLACE: - - cost-saving component that the municipalities are playing a part in the maintenance and saving us some dollars.

MS. CUFF-LONERGAN: It is, it is, absolutely. And they, and you know, in some cases the municipalities don't want to step up and pay anything and then that's, that's a different conversation and a different approach.

MR. McELROY: I just, - - I just - - I don't know. I mean this is just might be my opinion, it might be the Board's opinion, but I think this is the wrong place to put fiscal conservative and discipline. There's so many projects we do. I mean just that road expansion project we were talking about earlier, there was no metric being provided of the justification to spend the money, but we're using justification and means testing when it comes to bus shelters. It seems ridiculous to me. I don't, I don't understand it. I don't.

MS. CUFF-LONGERGAN: Okay, now you're singing to the choir on that one. But I can't. You know what? I can't debate with anyone here on the decisions that the Commission makes on where to invest money.

Philosophically, if you ask me, I'd love to spend every nickel on transit. Right? If you, if you gave it to me, I could try to spend it all. But I do think that, to be fair, there's - - there are people in this community that choose to drive, will always choose to drive, and while I am a transit advocate to heart, I also recognize as a transportation professional that there's room for all of us to be here.

MR. McELROY: I - - I'm not disagreeing with supporting cars. I mean, at a personal level, then where could my advocacy go then, Gretchen? Like, I, I, I'm struggling to understand why we're not doing better about pushing bus shelters. This seems so paramount to the program.

CHAIR PENNANT-WALLACE: All right, so I - - I think we may need to have a separate conversation just to kind of bring - - He's still fairly new to the Board, and, and some of these conversations have occurred before, so we want to try to get through the agenda, but - - they're County decisions, and we don't play that role. So, it's not for us to determine how or, you know, we - - we have to rely on the professionals that are in those positions, and I believe that the right decisions are being made. So, I don't know if anybody else wants to chime in, but - -

VICE-CHAIR MADDEN: I'll just chime in if there's a schedule or a plan or what cities are next. It'd be information we'd be interested in.

MS. CUFF-LONERGAN: Sure. No problem. Can certainly provide that to you. Okay, so back to this other thing I was doing with this presentation. This is something that I'm so excited to share with you on a myriad of levels. First of all, we have instituted a vending machine in our Maintenance Shops. And I'm not talking candy. I'm not talking sodas or chips. I'm talking about commoti - - consumables. And so, in this vending machine, you can get gloves. You can get batteries. You can get things that our Maintenance teams need to do their jobs.

This was something in the past that we would order. People would say, I need "X," and we would, you know, stock the Storeroom accordingly. They would leave their station, they would go to the Storeroom, they would get what they needed, and then they would go back to their job. So, we strategically put vending machine in our two garages so that they can walk up. What they do is they enter their Employee ID Number and they also select what they need.

So, we put this in place in February of this year and what we've seen as a result of this is a 53% reduction in costs. Just by having this machine in place, they can retrieve what they need more quickly. Each employee - - each transaction is tracked by employee. So, you have an accounting for where things are going and who's getting what. There's also - - this machine talks to a central warehousing unit, and so when it indicates when we need more supplies, it will, they will send more supplies to us. And it curtails our wasteful spending on items that we might not - - just throw away. So, I'm excited that we were able to have this in place.

I wish that, you know, I could say that this is such a novel idea and BCT came up with it. It's not - - surprise! But at the end of the day, the, the Ford Motor Company gets the credit for developing this delivery mechanism in the 1990s. So, we're a little slow in terms of adoption. Right? And that's true. But we're here. We're here now.

And so, one of the things I wanted to share with you is that the efficiencies that the Surtax gives us the opportunity to pursue, these ROIs are going to be

significant as we start to see more of these. So, we are looking into our Storerooms and looking at ways that we can do better. Now, we take for granted that when we go to the store, there's a barcode, we swipe it, a cost comes up and we tap and pay. Right? That's the world that we live in. Not quite our world quite yet.

And so, we have another initiative that we're using. We have a platform that we use called Assetworks where we manage all of our assets out of, and we are now using tablets. So, the Storekeepers have tablets and barcodes. We're in the early stages of this. We're going in full implementation in a couple months. And so instead of them writing things down and then having to go back to a central computer and indicate and enter when they need new supplies, or the status of a particular item, they're going to have a handheld and, and be able to do it right there on the spot.

Again, efficiencies that otherwise we might not be able to even start to think about until we have access to the Surtax money. So, stay tuned on what that will look like for us. But if the vending machines are any indication on what's possible? This is another one. And so, as we look to, you know, some of our projects that we're looking at, and particularly the Copan's Project, we're looking at, what can we, what can we do from a technology perspective to make us more efficiency in that warehousing space or that shop space? Are we going to be Amazon? I wish. I hope. But we might not be there when we start, but eventually, maybe we get there.

Okay. Connecting Community, so, this is another exciting thing that has happened to us. First of all, we have ten years ago, this idea came about more than ten years ago. What would happen if we connected all the transit systems and made it super easy for passengers to be able to go between, seamlessly between Tri-Rail, Broward County Transit, PalmTran, and Miami-Dade. And the answer was, we can't do that. Right? We can't - - we can't do that. And then the next answer was, "Well, we'll never be able to do that." So that's how - - that's a progression of things.

Now we're in the space of "We did it!" and we launched it. It's called the SoFloGo app, which is a kind of a trendy term that's being used on some of the social media platforms, and one of the media outlets uses it for one of its shows. But at any rate, it's used to give people an opportunity to pay their fare and go wherever they want to go. And that is amazing.

And so, this has been ten years in the making. We have had the funding for that long. And we launched it and we're excited and it's there. So, I encourage you to go to see SoFloGo, download the app, and join us for a ride on one of those platforms. Okay. So, Connecting Communities. We've also done a couple of campaigns and we - we launched the "Just Try It" campaign. We did that back in the fall of last year. So, it was at the beginning of the Fiscal Year - - toward the end of the Fiscal Year - - beginning of the Fiscal Year ran into December. We - - we saw an 80% increase in ridership over the course of that campaign.

We are now reintroducing part two, “Just Try It” Campaign Two, which you should see. If you turn on your TV at some point, you will see a commercial or two from us.

But the other thing that we've done is we've introduced a new campaign for awareness on how to treat our bus operators. So, we did this courtesy campaign a little bit ago, but we also peppered all of our buses with warnings about the consequences of engaging inappropriately with our bus operators. So, there's an uptick, since the pandemic, of operator assaults across the Country. The Federal Transit Administration has asked every agency - - required us to have some response to that uptick in activity. And since we put this campaign out, as well as the signage on our buses, which basically says, “if you do this to a bus operator, it is a crime.” Surprise! We have seen a 40% reduction in activity, and so, we're hoping that this signage has been the answer, and that we'll continue to see that trend. But we're not sure if this is the only reason why it's going down, but we'll take it. I'm knocking on all kinds of wood here, because I don't want to say that we're in this path of downward trending and then something go bad here. But we are pretty excited about those results.

So, in case you haven't heard, we have a champion hockey league team here in South Florida, and they're called the Panthers. Second time in a row, right? So, we're feeling really good. Last year, first time ever, that a bus was in a Panthers parade, because it was the first time they won the hockey

league. Right? But it was also the first time ever that a public transit bus was in a national hockey league championship parade.

(Laughter.)

And they invited us back this year, and I think we're their good luck charm.

(Laughter.)

So, I think we're on a - - we're - - we're on a roll. So, let's just - - let's take a look at what happened the day that we decided to help out the Panthers.

(Panthers Championship Celebration video plays.)

MS. CUFF-LONERGAN: So, on that day, we moved 10,000 trips getting people to the parade and back to the Park and Ride Garage at the Seaport. And it was a great event. Event free. Everybody had a good time, and as you can see, we're so proud of our Panthers and so excited to be able to support them in that way.

UNIDENTIFIED SPEAKER: (Inaudible; spoke without microphone on.)

MS. CUFF-LONERGAN: Oh, yeah, it did.

(Laughter.)

MS. CUFF-LONERGAN: Okay. I'm sorry?

UNIDENTIFIED SPEAKER: (Inaudible; spoke without microphone on.)

MS. CUFF-LONERGAN: Okay. So, you know, from an external affairs perspective and community engagement, we're out there all the time trying to be a part of the community and be a part of the events. Panthers' parade is one of them. But one of the other things that we take very seriously is our financial

responsibilities to our grants. We get grants from the State. We get grants from the Federal Government. And one of the things that's super important for us is to make sure that we are true to what the grant requirements are, and that, when we're audited, that we've done what we said we were going to do with the money.

So, we just received an audit on a Covid Relief Fund. So, it's the CARES Act. In case you're not familiar with it, the COVID Relief Funds were available to a lot of different entities around the Country to help us recover during COVID. And so for us, we had our recent review of what we did with that money, and I can say proudly that we got a clean bill of health on it. I'm sure you hear the stories of how things have been going with some of those Covid dollars and how they weren't spent, where they were supposed to be spent or how they were supposed to be spent. In fact, District 9 on the west coast had quite a bit of challenges with how they spent their money as \$43 million at risk that the FTA is looking into.

But, you know, Broward County Transit, clean bill of health. So, I wanted to share that with you because that's a really big deal that Denise and her team were able to track those dollars in the right way and keep us posted in terms of, you know, making sure we're spending things the right way.

Okay. So, I told you this before, a lot of times, we're part of the community. Our bus operators that are out there, they see things sometimes before the police do, and we're able to help find children, elderly people who are lost. And we had another story of somebody, that young child who was lost. One

of our bus operators found them, was able to make sure that they got home safely, which is great. We also had a passenger who was on one of our buses from out of the - - she's a tourist from - - had never been here in Fort Lauderdale area. Got on a bus. Went somewhere. Got off, and then was just standing there at the state - - at the bus stop, and the bus operator, who knew that where she was standing, there was no bus coming. And then he had stopped, picked her up, and made sure she got home okay, and on - - on the bus. Well, you know, back to someplace safe that she could - - she could get back to her hotel. She posted this experience on social media, and that's how we found out about it.

So that's the level of selflessness that's happening with our bus operators. They do this stuff because they do it, and sometimes we hear about it, and sometimes we don't.

Okay. So, we've had quite a big year with awards. So, I want to start with the NACIO awards, because that's the National Association of County Information Officers. So, this is a peer of our Marketing Team group, and the County, I believe, got 24 awards. Broward County Transit got ten of them.

CHAIR PENNANT-WALLACE: Wow!

MS. CUFF-LONERGAN: For our marketing campaigns, for our community engagements, for our social - - social media posts, our graphic design videos, everything. So, we are so - - we're so proud. And we've never had this many, but, you know, we're really trying to step up our marketing game. And again, the Surtax helps us be able to do that. First ever APTA -

- American Public Transportation Association, APTA Award. AD WILL Award. AD WILL Award is just huge to be able to get that. And we were able to get one this year.

Our ROADEO - - R-O-A-D-E-O. That's an annual event that we have, our winner placed fifth in the State competition. So, we didn't - - he won here, placed fifth, didn't get to go to Nationals because you have to be first in the State to go to Nationals. But Cedrick Davis, bus operator, who was also the bus operator who drove the bus in the parade, was recently promoted to a supervisor. So, we are so proud of him and he's so committed to BCT and he exemplifies what we love to see in our operators. And he's gone the extra mile. We're so excited for him.

We also won best lights for public transit. Well, for a public exhibit float in the Winter Boat Parade. So, we were - - last year we got rained out. Didn't happen. But this year we were in it. You saw that in the parade. We also got a digital design award, a National recognition for - - for our Juneteenth bus. Gabby was the one who won that.

Tim Garling is getting inducted into the State Hall of Fame for a lifetime achievement award next month by the Florida Public Transportation Association, so that is an amazing recognition.

And I'm super honored to also have received an award this year as "A woman that moves the nation" from COMPTO, and it was a big event in D.C. with a lot of people there, but the reason that that happened was because of the

dedication of my team and the hard work that they do. And I was honored and humbled to be able to get that award.

(Applause.)

Thank you. Okay, so we have the three same three projects that we've been talking about underway. Broward Commuter Rail South is humming along. Humming along. It is - - so we are still working through our application process with the FTA. We completed our risk assessment, a really big first step in terms of us being eligible for the grants. We are still seeking capital investment grant dollars from FTA. The risk assessment, it turns out that we needed to add more time and money to the project. So, the anticipated opening date is 2032 now, and the cost has increased significantly. About 600 million now, right? Yes, 7. 7. Okay, it's 7 12. So, it's an additional 6. But yeah, so the costs are increasing. Again, it's schedule, so there's escalation costs. There's contingency that they wanted us to add because of some of the risks that were identified and those are the things that are driving the costs.

So, we're still looking at three stations; Airport, Seaport and the, sorry, the Airport, Hollywood, and South Fort Lauderdale. And we also are advancing our cooperative agreements with the City of Miami. So we - - I'm sorry, the County of Miami. We do have an MOU that Monica signed earlier this week that kind of will outline how we'll work together on the delivery of the service because it is a, you know, dual County investment.

And you know, there are some interesting things in development that have been happening with this project, and I know a lot of people are very curious about what's going on Brightline? What's going on at FECR? What's going on with the New River Crossing? Here's what I'll tell you.

New River Crossing, let's start there. The City of Fort Lauderdale had an amazing event where they invited folks from the development community that specialize in tunnel development to a meeting and they had one-on-one sessions with these developers. Great. We were there as a County. We supported the event, and from what I understand - - I was not in those one-on-one conversations, but there's a lot of interest in the project and so we'll see where that goes. Right? So, it's a good first step.

Brightline, FECR, kind of in a little lawsuit battle. I don't know enough about the details of that, so I don't want to get into - - get ahead of myself on this one, but apparently FECR feels that Brightline violated their uhm - - uhm - -

UNIDENTIFIED SPEAKER: JUA.

MS. CUFF-LONERGAN: JUA. Thank you. Joint - -

UNIDENTIFIED SPEAKER: Joint Use Agreement.

MS. CUFF-LONERGAN: Joint Use Agreement. Joint Use Agreement. Thank you. By engaging in conversations with the two counties on Commuter Rail. And there's a couple other things in there too that they filed. And Brightline's position is, well, they think that the, the lawsuit should be dismissed because the agreement in itself outlines a specific way through arbitration that

they're supposed - - or mediation, whichever, you know, that they're supposed to go through to get to when they have disputes. So, we will see where this goes.

We don't know what it means at this point. Although, all we're doing is we're moving, continuing the work - - move forward, because worst case scenario is this goes away and it goes poof because the lawsuit's dismissed and then we haven't done anything, so we're stuck. We are engaging. We're having some briefings with our Commissioners to kind of walk them through where the project is and some of the activities that have happened over the summer that they may not be privy to. So that's all I know on that. And we're just, like I said, we're still trying to move forward, at least to get some Commuter Rail on the east coast done.

Another tangentially related is the fact that, you know, the State has unfunded or defunded our New Starts Funding. And that's unfortunate because we were using some of that money to pay for the Commuter Rail. For us, it was about \$70 million. For Miami-Dade, it was about 200 million. And so, the Speaker of the House has acknowledged that there may have been a mistake here and that they were going to try to cure it in the 2027 Legislative Session.

So, again, you know, let's hope that this was something that we can come back from and those State funds will be reinstated because we are using those funds to support the Federal funds that we're looking for. So, I think there was a

question about, in light of, you know, what's going on the State level with funding? What are we doing differently - -

Is that you? Oh, yeah. Okay.

At the Federal level - - I was going to talk about this later, but since we're here, I'll just share that with you. President Trump, actually, unusual for Republican presidents, has stepped up and increased the transit budget. And everybody's shocked and surprised. I'm happy. So, at any rate, we're really excited that The President has acknowledged that, you know, transit is important and that he's willing to support it with dollars for the CIG program as well as the operating dollars for the transit systems.

MR. ALLEN: I think I had expressed, Madam Chair, expressed my concern about the major projects surrounding the Airport and the Seaport, mass transit, the Intermodal Center. I mean, there are a number of projects. I think the number is something like \$3 billion over the next five to ten years. These are separate projects, but yet they feed off of each other. I mean, you, you can't have the Seaport Connector without an Intermodal Center to get the passengers, or you can't get Oakland Park Extension of Rapid Rail until you've got the interstate done - - the Connector done.

I mean, you see how all these things, I mean, I see all of these things coming together, but I don't see a plan that accounts for "Well, if we get funded for this project, but we don't get funded for that project, how is the project going to be affected or impacted" and whether the studies that are underway relative to

equipment, the environmental review, et cetera. How do those all connect each other and assure that you don't get a "bridge to nowhere" type project outcome?

MS. CUFF-LONERAN: Yeah. So, I think Kevin at one of the meetings talked about the coordination between the agencies that are all - - that we have these projects. I will, I'll tell you a couple things with the - - So to your point, we have the Commuter Rail coming into the Airport.

We have the Light Rail, Airport Seaport Connector, and we have the Intermodal Center and then we have the APM that's going to go around the Airport. The - - all of these projects Federally have been identified to have independent utility, which is - - just helps us a little bit. It doesn't get to your question. Right? Your point. But it does help us in terms of being able to manage the funding and delivery of those projects so we don't have to wait for one funding and all their environmental stuff to get done before something else can happen. So that gives us a little bit of wiggle room.

But we are coordinating at the staff level amongst ourselves to make sure that we're not tripping over each other and that we are fully cooperative. The difference is, is that the Airport's Federal agency is the FAA and our Federal agency is the FTA. And so, we have different masters, so to speak. And so, we just have different paths that we have to follow to get to the same point. But we are all coordinating. I want to assure you that. That it's not, you know, if we don't have the Intermodal Center ready in time, we can't, we can't have the light. We got to have somewhere for them to get off and get on. Now, the Commuter Rail,

in all fairness, can, it can stand alone. It doesn't need the Intermodal Center, but the Light Rail does. Yeah.

MR. ALLEN: (Inaudible; speaking without turning on microphone.)

MS. CUFF-LONERGAN: Oakland Park Boulevard. So that is the BRT , that's Bus Rapid Transit. And that one is going to go from the Sawgrass Mills Mall all the way out east - -

MR. ALLEN: (Inaudible; speaking without turning on microphone.) I'm sorry. I misidentified the project. I think it's the one that goes from the Convention Center Downtown.

MS. CUFF-LONERGAN: Yeah. So it's, - - it's - - the first leg of that is the Light Rail Project. That's the Airport Seaport Connector.

MR. ALLEN: Right, and then - -

MS. CUFF-LONERGAN: That's the \$1.3 billion project. We're right now we just, we're in the PD&E, the project development, environmental phase of that project. We are going to be looking at a delivery model, a DBOM which is design, build, operate, maintain.

One of the questions on one of the sheets was, you know, why do we have certain things in a certain year, same year, so, I'll get to that when I, when I get there. But that project is, has its own independent utility because we have a terminus point at the Convention Center. Then, at some point, when we leave the Convention Center and go to Downtown Fort Lauderdale, that's a whole other

process to get there, and then to go west all the way out to Sawgrass Mills Mall, that's another process. So, does that help answer your question?

MR. ALLEN: That's fine.

MS. CUFF-LONERGAN: I'm sorry if I didn't.

MR. ALLEN: I just want to keep it focused on the interrelationship, focused on the interconnection of these projects and how they rely upon each other for completion, funding, etc.

MS. CUFF-LONERGAN: Yes, sir, we understand. Thank you.

MR. McELROY: May I ask one question please, to Nathaniel?

MS. CUFF-LONERGAN: Sure.

MR. McELROY:: There's a possibility that if Brightline wins this lawsuit, Brightline could still go bankrupt next year because they just re-did their bonds and they're like at 14% they're paying now and they still have a lot of expansion work to do in Vegas and Tampa, which is going to chew through a lot of money. So, it looks like they're in a fiscally kind of dangerous situation. Could the Surtax buy Brightline?

(Laughter.)

MR. McELROY: It's a big question, but when the - - when aah - - it might actually go to market? There's a real possibility and being able to move fast and purchase Brightline might give us the opportunity to save quite a bit of money. It's a big hypothetical, but - -

MR. KLITSBERG: It is a big hypothetical, but there have been. It is a big hypothetical, but, and while I don't want to get into commenting about either the act of litigation or the financial status of Brightline because I would be speaking way out of school in terms of that. But it's not the first time that that concept has been discussed.

MS. CUFF-LONERGAN: Okay, so I'm just going to kind of skip through because I'm going to talk about these other projects in a little bit. Just in terms of our social media milestones, we've increased our audience by about 67%. Our impressions are about 6 million. Our page profiles reach are about 5 million. And this is one of the, one of our videos that went viral. So let me let you see it.

(Fresh Ride Campaign video plays.)

MS. CUFF-LONERGAN: So, he, the gentleman that did this, volunteered to do this. We had no idea what a good actor he was, but he's amazing. The other thing is that we have had inquiries from other transit agencies if he's available. We said no.

(Laughter.)

And so that video got about 500,000 views.

CHAIR PENNANT-WALLACE: Wow!

MS. CUFF-LONERGAN: It had 18,000 interactions, it had 13,000 likes, it had almost 4,000 shares. And now from that we got about 1600 new followers. So yeah, I think he's a star.

(Laughter.)

MR. ALLEN: Coree, a related question. How much are we spending on marketing internally? Which I think is great. This stuff is wonderful and we're obviously making progress.

MS. CUFF-LONERGAN: Yeah. So we - -

MR. ALLEN: I'm just curious. Roughly.

MS. CUFF-LONERGAN: We're roughly at about - - for this, by the end of the year, we'll probably be at about 1.7 million in advertising. And that's social, that's traditional, that's marketing. That's all of it. Yeah.

MR. ALLEN: Sounds like that's well spent.

MS. CUFF-LONERGAN: Thank you, sir.

MR. ALLEN: I'll come back to you about marketing later, okay?

MS. CUFF-LONERGAN: Uh-Oh.

(Laughs.)

MS. CUFF-LONERGAN: Okay. So now I'm going to go on to the Fiscal Year 2026 spending for Surtax request. So just a reminder of the categories that we have. We have Transit Ways, we have Transit and we have Transit Infrastructure. and this is the 2026 Budget Year. Transit Ways are our premium mobility, high-capacity projects like Light Rail, BRT, Commuter Rail, etc. It provides the highest level of transit reliability, speed, and comfort. Then we, in this year of '26, we're looking at Oakland Park Boulevard and PD&E for Power Line Road and University Boulevard coming into play in 2026.

For transit, that's where we use the money to spend for our vehicles. So, I know that there is a question about the Proterra buses, the electric buses. We - - ahh, the question is "what was the sum cost related to the Proterra buses?" Before I answer that, let me tell you - - give you a general landscape of what's going on with Proterra. Proterra was a manufacturer that was building our electric buses. They sold about 1300 buses nationwide. Unfortunately, none of them are working, from - - from what we understand, Proterra went bankrupt.

They transferred their interest over to an outfit called Phoenix Motor Coach Company. Phoenix, unfortunately, I guess didn't realize the - - and my colleague, my attorney over there, it's been like you've been shoulder to shoulder on this - - didn't understand, I guess, what they were getting into. So, they haven't been able to fulfill any of it either. So, they don't honor any warranties, they don't send any help when we need it. And they've just basically said, "we got nothing for you." Is that fair, sir? Nathaniel?

MR. KLITSBERG: I had a different two-word choice, but I'll keep that one to myself.

MS. CUFF-LONERGAN: (Laughs.)

MR. KLITSBERG: That is a very good description of a very bad situation.

MS. CUFF-LONERGAN: Yeah. So, we bought - - the contract started in 2019. We bought 12. We renew - - they came in around 2021 time frame. They were doing okay. Decision was made in 2022, "Okay, let's just finish." You know, we have the option to, to buy another 30. We exercised that -

- that exercise - - that option was exercised. Then those buses started coming in. And the combination of the buses coming in, the bankruptcy, the failure to support us, ended up us being in a quagmire, quite frankly. And the buses weren't working. And so, we stopped buying them. So, we did - - we put a hard stop on the last 11. Five of those were actually in production and six were done. And we were like, we're not spending any more. We're done. Our attorneys have been amazing in helping us navigate the, the, the bankruptcy issues, as well as this closure.

In the meantime, what happened was there was a horrific fire in Philadelphia and the root cause of the fire was a Proterra bus. According to the Philadelphia Fire Department, it was a three-alarm blaze. And the bus, - -

UNIDENTIFIED SPEAKER: (Inaudible; did not turn on microphone.)

MS. CUFF-LONERGAN: - - I don't say that, but the buses were on fire. They lost 40 buses. And we had our buses at our facilities as we were navigating through this bankruptcy and this how to get rid of these buses. So, we've since moved them to a landfill where they can't catch fire anywhere else. And so we - -

MR. KLITSBERG: They have not been landfilled.

MS. CUFF-LONERGAN: They're not in the landfill, they're just at a - -

MULTIPLE SPEAKERS: (Inaudible.)

MS. CUFF-LONERGAN: Well - - So I'm going to - - No comment.

(Laughs.)

So, so anyway, that's where we are. So, the overall investment, local investment, was about \$38 million. We are trying to get as much as we can back. I'm not going to hold hope that it's going to be a lot. But we have stopped the bleeding.

We did have another contract with another electric bus manufacturer and we; we did not execute that contract. We just - - we want to pause because I don't think the industry is really ready for electric, but we have not seen the penetration in the market that would imply that it's a reliable option.

So, we are redirecting our efforts to do low emission, which is more around, you know, hybrids versus all electric. Interestingly, we did get a \$25 million grant from the FTA for electric buses. We were super excited to get that grant and we're going to spend them on some new buses. And you know, with all this going on, we just kind of paused that and we reached out to the FTA and said, "you know, we, we only want to move to low." Because the grant application allows you to do no or low.

Their initial reaction was, "well, you applied for no, so you have to stay in the no grant." And then we were like, "well, we're not really ready to do that. We don't want to. The, the market's not ready and we don't want to take any more risk." And so, they were like, "well, do you want to give the money back?" I'm like, "no, we don't want to give the money back." So, we just found out, hot off the press, that the new administration is allowing us to repurpose those funds from low - - from no to low. And so, we can keep our money and we can spend

it on a low option instead. So, we are again thrilled about some of the decisions that are being made at the - - in Washington these days, really feeling like we're getting a lot of love and support there. So, okay - -

MR. HOOPER: (Inaudible; did not turn on microphone.)

MS. CUFF-LONERGAN: Sure.

MR. HOOPER: On the electric buses versus the mechanical engine buses, whatever they call them - -

MS. CUFF-LONERGAN: Diesel.

MR. HOOPER: Diesel. Do - - do - - do European manufacturers make E buses that are better?

MS. CUFF-LONERGAN: Okay, so how am I going to answer that?

MR. HOOPER: If it's a long answer, you don't have to.

MS. CUFF-LONERGAN: Well, there is a stronger market in the, in Europe and a high and they've been a lot more successful. For us, a lot of the requirements are Buy America when we're using Federal funds and so we, we're using local US made manufacturers.

MR. McELROY: Can we get around Buy American exemptions if we use pure Surtax funding since we wouldn't be using a Federal match?

MR. KLITSBERG: It's a much more complicated question than that because we are a Federal recipient of various different grants, not just the specific ones for no and low emission vehicles. And to the question before, all of the FTA funding that we receive, and it also spreads out to other things within

the Agency, require us to have the Buy America Build America requirements, which when you have a mature industry is something that is obviously feasible and functional. I think that two of the three electric bus manufacturers that would otherwise qualify for Buy America Build America, one of them is neither building nor buying anything and the other one is barely.

So, to your question, there could be other ways of acquiring non-US-made vehicles that wouldn't create violations of the FTA requirements. But again, as we sit here right now, that's not what's being discussed from the Agency. But again, the possibility could exist - -

MR. McELROY: Yeah.

MR. KLITSBERG: - - it's not just a, "Well, we're not using FTA funds, therefore, we can do - - we can buy from wherever we want." Because of the tentacles that FTA fund spread out.

MR. McELROY: I - - I - - I think we should keep the EV bus door, like, slightly ajar then, and make sure we're just paying attention. I mean, obviously.

MS. CUFF-LONERGAN: Oh, yeah, no, no, we - - to your point, - -

MR. McELROY: Columbia just ordered a thousand BYD buses. They're not going to be made in Colombia, but they'll be made in China.

MR. KLITSBERG: BYD buses have a whole other set of issues at the Federal level, given the nature of the ownership of BYD and some concerns that - -

MR. McELROY: Even with local funding, they will be rejected? Possibly?

MR. KLITSBERG: Possibly. And again, it's sort of the same reason that State law and Federal law, you know, prohibit us from purchasing certain types of cell phones from certain manufacturers. It would be potentially bad if a BYD bus, you know, had a button pushed somewhere around the world and all of a sudden stopped.

MR. COOLMAN: Coree, over-simplify. Based on the fire, based on the money that you don't have to give back and everything else, our loss is going to be reduced substantially, if those things happen, right?

MS. CUFF-LONERGAN: In theory, yeah. I mean - -

MR. COOLMAN: I mean, is it going to - - Is it break even? Or 50% back? Or - - I'm just curious.

MS. CUFF-LONERGAN: I don't know if - - No, I don't think we're going to get 50% back. I think, if we're lucky - - I don't even want to guess. The only other positive is that we have this other grant and we're going to be able to shift. I can't even put lipstick on that pig, sir.

(Laughs.)

It's just - - it is what it is. You know, we - -

MR. COOLMAN: I won't waste any more time on it. Thank you.

MS. CUFF-LONERGAN: Yeah, no, we. There's - - there's a billion dollars of Proterra stuff that doesn't work across the Country, so. Okay. All right. The COA. Barney, why don't you take us through where we are with that, please, for 26, please.

MR. McCOY: We've received a rather robust and aggressive set of recommendations from the COA. Those items are still being vetted internally, but what we did peel off or identify early is that we would do \$4.5 million worth of capital, rather, in the amount of \$4.5 million, to support about three and a half million dollars worth of service changes. Some of those are one route realignment and service enhancements, or nine of our nine routes in the fixed route system. Most of that is specific to earlier service and later service. On average, about an hour early start time and two hours later service in the pm.

MS. CUFF-LONEGRAN: Thank you, Barney.

MR. McELROY: This is additional funding for another COA or is this paying for the COA we are undergoing? The COA is finished now?

MR. McCOY: The COA is finished in terms of making the recommendations. They're still being vetted internally. This here is just a piece of one of the recommendations specific to Fiscal Year '26.

MR. McELROY: Okay - -

MS. CUFF-LONERGAN: So the implementation side of it.

MR. McELROY: When - - will the public be able to see the COA? Is that like a thing we're going to do or - -

MR. McCOY: At the point that it's been circulated, vetted internally? Yes. There'll be another round of public involvement, and it will be shared at that point.

MR. McELROY: Do we know roughly when?

MR. McCOY: We're trying to get that done between now and the Thanksgiving. Between now and Thanksgiving.

MR. McELROY: Oh, so to finish it up this year. Okay.

MR. McCOY: Yes, thank you.

MS. CUFF-LONERGAN: Okay, so, you know, this is just our. - - some of the Infrastructure Projects that we have. I just want to point out one thing in terms of the IT enhancements. This is one of the things where we're looking to improve our ability to get money from our passengers and also improve. Make it easier for them to give us money. So that's one of the things that we are looking for under this IT work. And you know, these are just, you know, the same categories you've seen before. The, the Operating Budget. Great thing that the Surtax does.

MR. DONMEZ: May I ask a question?

MS. CUFF-LONERGAN: Oh, sure, sorry.

MR. DONMEZ: I guess the last slide, the Copan's Facility Expansion funding, which we approve, you know, additional funding, I think, I guess last year. And part of that was going to pay for expanded electric buses and charging stations. I don't remember what charging stations and components. So, what are you going to do with that funding? Which were already allocated and approved?

MS. CUFF-LONERGAN: Right. So, it's a really good question and thank you for asking it. Our plan is this - - we do believe eventually the market will catch up. Right? So, from an infrastructure investment perspective, we're going

to put the bare minimum in the ground, the conduit, as example, you can pull wire later and pull cables later. We can attach, transfer whatever we need to attach to it, we can do that later. But we're putting like the pad in and then you build a house on top of it. What we don't want to do is put all the pantographs and all that other, you know, outward facing infrastructure in place until we know that we have proof of concept on electric vehicles.

Okay. And then the Operating Budget. Thank you, thank you, thank you. That's all I can say. This is the money that, you know, pays our salaries, makes our bus operators come to work every day, helps our frontline Customer Service Reps, you know, put food on the table. And so, these are the operating dollars that we use for our salaries and some of our O&M expenses.

And then we have our Late Shift Connect. I already talked to you about that.

And our Micro-Transit Program, that's part of the comprehensive operational analysis that Barney talked about earlier that we've been talking about for a little bit. And so, we have an earmark for Micro-Transit until we get a go on the COA. In some cases, what the data is showing us is that we may want to have more Micro-Transit as part of our fixed route service and perhaps on some of our lower performing routes, replace those buses with smaller buses or Micro-Transit. Which will be an efficiency savings.

CHAIR PENNANT-WALLACE: Coree?

MS. CUFF-LONERGAN: Yes, ma'am.

CHAIR PENNANT-WALLACE: I just want you to just inform some of our Board Members that are newer to this Board about the shared investment from the County. Because I think oftentimes when they're seeing some of these numbers, they're thinking it's all just Penny Tax Dollars that's being used, especially when you're talking about salaries and so on.

MS. CUFF-LONERGAN: Yeah, so, and, and Gretchen's going to help me out with this one too because she's a little closer to it than I am. One of the things that we, we've been very grateful for, is that the Surtax dollars are a base level for us to go after bigger dollars. And if we didn't have this local contributions, we wouldn't be after - - be able to go after those big dollars.

I'll give you an example. Like our express service is 100% paid for by FDOT. We, we, - - they buy us the buses. They pay for our operators. They pay for the fuel. It's 100% turnkey all on them. And so, what that does is it allows those funds that if we wanted to do our own express service, we don't have to pay that. Surtax doesn't have to pay that. So that's how these things are commingled so that we can have these cost offsets so that we don't have to rely 100% on Surtax.

CHAIR PENNANT-WALLACE: Thank you. Go ahead.

MR. HOOPER: I'm just - - It doesn't show me the entire picture, but it says Surtax revenues to supplement Operating Budget. It would be interesting to know what the Operating Budget, overall Operating Budget is.

MS. CASSINI: It's on page 100.

MR. HOOPER: 100.

MS. CASSINI: She's going to get to it in a little bit. You guys ask for it every year. So, it's there.

MR. HOOPER: I'm sorry. I'm ahead of the program.

MS. CASSINI: It's there. It's there. No worries. Don't worry.

MR. HOOPER: Okay. So, we're going to go over that? Okay. Thank you.

MS. CUFF-LONERGAN: That's okay. I'm almost ready for it.

(Laughter.)

Almost. Thanks. Okay, so let's - - this is a Municipal Community Shuttle Program with Paul here. He runs the Community Shuttle Program. I know that you probably talked about the new ILA Hammond time. Good. Okay. And you know, we do support the Community Shuttle Program with Surtax dollars. Our role is not to - - We just do the administration of the ILA. We help the city secure the vehicles and we review their schedules and give them advice on schedules. But it's up to the cities on how they operate them.

MR. COOLMAN: Coree, back to the - - which one?

MR. McELROY: I want to talk about Community Shuttles too.

(Mr. Hooper exits the room.)

MS. CUFF-LONERGAN: Yes, sir.

MR. COOLMAN: They used to be paid by this municipalities. Right? Now it's all being paid by County?

MS. CASSINI: It used to be shared between the County and the municipalities, sir.

MR. COOLMAN: Huh?

MS. CASSINI: It used to be shared.

MR. COOLMAN: Used to be shared? Now the - -

MS. CASSINI: Yes. Now it's mostly paid by Surtax. Yeah.

MR. COOLMAN: Yes, that's - - that's pretty nice. Is that part of the Third Amendment?

MR. KLITSBERG: Yes.

(Laughter.)

MR. COOLMAN: Thank you.

MS. CUFF-LONERGAN: The thing went off again. I must be talking too long. It keeps shutting itself off. Okay.

CHAIR PENNANT-WALLACE: Raymond, did you - -

MR. McELROY: Just another question.

MS. CUFF-LONERGAN: I'm sorry.

MR. McELROY: Yes, I had some comments and questions about the Shuttle Program. I took the math. It's a little weird, but just so everyone knows, on the Board, roughly estimates divided by the actual what we spent, it actually came out pretty good. It looks like it was \$8.85 a rider. And just for comparison, Broward County, according to the FDA data for last month was 6.89 a rider. And then - -

MS. CUFF-LONERGAN: What?

MR. McELROY: Oh, this is from the FDA's report last month per rider. So, it's not that big of expense. Miami-Dade County's bus ride was \$8.46. So, our Shuttle Program is actually in line with what some of our bigger Tri-County Bus Services cost per rider. There is some anomalies though in the data though. Some of the service routes in some of the cities, obviously I think we need to know as a Surtax Board who's the liaison and who's going to be totally in charge of the routing and productivity of these routes. 25% of the routes have declining ridership, so that's something we don't want to see, and some of the routes go really high. Coconut Creeks Trolley Service or Shuttle services at \$16 a rider. Davies Trolley Service is about \$19 a rider. Really bad offender is Miramar at \$25 a rider.

And then you have some really good riders at Pembroke Pines is doing an excellent job at 5.93 a rider. Lauderhill is doing an amazing job at 4.67 a rider. It's probably just a more transit dense rich area. But I think it's not a big part of our budget, but really focusing on this minute data is very important.

And just to not get off topic, but protecting the Shuttle Program is very important in my eyes because a successful shuttle route leads then to a fixed bus route, then which can lead to maybe like a rail route in the future. It's the natural progression of transportation.

(Mr. Hooper returns to the room.)

What's going to start happening though is a lot of these cities are going to start applying for the on-demand money for their own little circuit cricket thingies. And then we need to measure what the shuttle route costs per rider versus what that cost per rider. So, this is important because via transportation, if you guys are familiar with it, is going to IPO soon at like a \$3 billion valuation. So, Silicon Valley and tech looks at this industries particularly is how to get a grassroots in there via micro-mobility. But then I think they're going to switch it over to robo-taxis and then try to cannibalize our fixed route service system is a little bit of a like there. But there's a reason a company has a \$3 billion valuation, and they just give people rides around a city because there's obviously a robo-taxi angle. So, I just think this program is super important because it's almost like a keystone species.

Understanding the Shuttle Program is very important to understanding where we can develop more routes in the future. So, I guess my question to you ultimately is who is going to be in charge of making sure we're not seeing declining ridership on routes and that we're going to get some of those really expensive, poor performing routes readjusted?

MS. CUFF-LONERGAN: So - -

MR. COOLMAN: Before you answer that, can I ask a question because it relates to that. You gave us the numbers for - - we're averaging 6 or 8, some at 11. We're - - our numbers are very good.

MS. CUFF-LONERGAN: Our numbers are - -

MR. COOLMAN: I also would assume that the information that you just gave is information that staff is going to use to re-evaluate all that. That's what they do. That's how we got the rates as low as they are. I don't think it's this Board's responsibility. It's okay to ask it, but I just assume that's what you're going to do with that kind of information and have been doing. That's how come our rates are so low.

MR. McELROY: So that information wasn't actually available. I compiled it.

MR. COOLMAN: Well, that information - - I'm sure that this group is using. For them to be down the street - -

MR. McELROY: That's why I'm asking them.

MS. CUFF-LONERGAN: You know, it's a fair question and yes we do look at those things but we - - to be fair, the cities are - - also love their Community Shuttles and it's a, you know, it's a conversation between them and us of what stays and what doesn't go. And I agree with you that there is a move to Micro-Transit. They that's part of the ILA. They are able now to choose whether they want to do community shuttle or whether they want to do Micro-Transit. That is an agreement that the County is signing and - - well, help me out if I got that wrong.

MR. KLITSBERG: If I may.

MS. CUFF-LONERGAN: Yeah, thank you.

MR. KLITSBERG: The - - the inclusion of on-demand transportation services, which is one of the specifically authorized statutory uses of SURTAX on-demand transportation services. Under the ILA, no city can cannibalize an existing Community Shuttle Program and have funds for Micro-Transit.

All of our cities that we have in our local agreements, especially those where we have acquired buses or provided the cities money for buses, they aren't going to be able to stop or significantly modify their Community Shuttle Program until the life expectancy, the FTA life expectancy of those vehicles, has expired. So there is no like, just so that you're aware, there's no like switch that can be just flipped and all of a sudden community shuttle is gone from a city and replaced with Micro-Transit.

Can that happen over many years when ILAs are set to expire or the six years and 250,000 miles? I forgot exactly what it is - - life expectancy of a vehicle, especially one that the County has used Surtax money to buy. You know, once that expires, can they go to Micro-Transit in some way, shape or form? Yes. But there's no, you know, the cities that have community shuttle have to continue to maintain those community shuttle shuttles for in essence the foreseeable future and can't cannibalize it. I just want to make sure that you're aware of that from the Third Amendment.

MR. COOLMAN: Coree, did I hear you say that you're now studying whether what the mix of micro-shuttles and community shuttles is? You're in the process of doing - -

MS. CUFF-LONERGAN: Yes sir.

MR. COOLMAN: - - refining our cost. Right?

MS. CUFF-LONERGAN: Right we are. With any route, sometimes any system you have underperforming routes, they don't - - you're - - to your point, the cost per rider is prohibitive. You have to shut them down and do something different. And that's what we're working on.

MR. McELROY: Yeah. So who's act - - like how, how is that actively being worked on, I guess?

MS. CUFF-LONERGAN: You want to help me with this one, Barney?

MR. McCOY: Yep.

MS. CUFF-LONERGAN: Please.

MR. McCOY: What you mentioned is actually covered specifically in the COA.

MR. McELROY: Okay. That's kind of - -

MR. McCOY: To Coree's point, there are routes in any transit system that are what we call coverage-based routes. They're meant to provide coverage. If you look at the way that the County is laid out and how the County was developed, we're not a spoken hub, we're coverage based. So, we've got even fixed routes that perform worse than some of the Community Shuttle routes. But what they do, they provide basic connectivity to make sure the system is connected.

But again, the COA made recommendations for Community Shuttle, made a very robust set - - robust set of recommendations. And a lot of that incorporates the implementation of Micro-Transit. But you'll see that at the point that the plans are shared with the public.

MR. McELROY: All right, so I'll stay watching it via what happens with the COA. But it is something that's concerning to me because if any of you guys have ever ridden these shuttle routes, they're very obscure, they're very hard to ride. They usually start at 9:30 in the morning. They finish at 2:30, sometimes in the afternoon. The routing is not very direct. It's very confusing to understand. It's not a north, south, east, west routing. So, I just think we can do better.

MR. HOOPER: I was a Chair of the - - what was it called? The Fort Lauderdale TMA - - and gosh,
(Laughter.)

MR. HOOPER: - - must have been a long time ago. And our routes, we had a circuitous route that didn't work. We had routes that went exactly east, west, because it seemed normal to go down Sistrunk east and west. It didn't work. What worked were the ones that went into places you wouldn't have thought it should go. And it picked up the people that lived in that community. And I think we finally figured out that there was like a service - - there was some services that were being given in Lauderdale Lakes or Lauderhill.

And we kind of just, we picked up as many people as we could and these buses got full - - completely, to the point where we were having issues with like ADA. We had so many people on these buses.

So sometimes it's not for the, the rider who's trying to get from, from say downtown to a specific place. It's a community shuttle because that's where the most of the community is going. I don't know if all of your community shuttles run like that, but in this particular case, we figured out how to be the most efficient and to pick up the most people going to a specific place that that community needed. And it worked.

So, it's not so easy to put your finger on something and say, this isn't going anywhere where I would go. But it, sometimes it goes where the people that live in that neighborhood go.

MR. McELROY: No, I agree with you because there's some really high performing routes that are very confusing looking. So, it's not a total like black and white scenario. But I just want to make sure we're doing better.

MS. CUFF-LONERGAN: Thank you for your question. I just want to skip ahead a little bit because I'm getting the side eye there. I just want to - - Five Year Plan is a Five-Year Plan, right? You guys, I mean, we've been through the drill before. I just, I just want to point out this was one of the questions. Why does this have one, you know, the same year, FY 2029, for all these efforts, right? It's kind of like, "what are you guys doing?" So, there is a rhyme to the reason.

The reason that we are - - so the way our accounting works is the year that you plan to do the expenditure, year of expenditure, right? The year of your contract year is when you have to have the money available. So, we can't, like, we don't do it based on cash flow. We don't do it on - - based on project expenditures or anticipated costs. Like, we don't, we don't budget like that. We, we say if you're going to put this contract out, you have to have all the money the year you put that contract out.

So, in this case, for the Light Rail Project, we're doing what's called a DBOM - - design, build, operate and maintain. So, we are putting all of the entire project together. As I think I've shared with you before, not a core competency for BCT to operate rail. So, we're not going to do it. But there are some organizations out there where it is their core competency as a third-party provider to do this. We already have that happening here in Broward County with Tri-Rail. Tri-Rail has a staff that manages a contract that actually does all the O&M for their service.

So, this is not a unique way of delivering a project. It's a smart way because - - because if you don't have the internal skill sets inherent in your organization and you have to acquire it, it takes a while to get there. And this is just a faster way.

What happens though is you can start off with DBOM and so we'll own all the assets. This first batch, they'll teach us how to operate it and then eventually maybe bring it in. Maybe you don't, but that's a choice you make about 10 years

from now. Because those contracts are usually five years with five-year options for the DBOMs.

And so, so this is what we're doing. So that's why you saw this 29, 29, 29. Because the intent is to have the funds available at the beginning of the contract execution and - - and that DBOM will be doing all these services for us. Yes sir?

MR. ALLEN: The private party will not necessarily be part of the rest of mass transit.

MS. CUFF-LONERGAN: No, they would - -

MR. ALLEN: It's going to set aside from mass transit. So, the union contract and things like that, County procedures, etc., it's going to be - - be with whatever the private sector firm - -

MS. CUFF-LONERGAN: That's a good - -

MR. ALLEN: - - that's a good contract for.

MS. CUFF-LONERGAN: That's a good point. So, when you have these third-party contracts, the labor agreements are between the employer and employees, not between the owner, which the owner we would be and us. We are multiple steps removed against the responsibilities of any benefits or labor contracts with their employees. Which is also a positive from that perspective in terms of savings.

But again, this is a way to ease into new service without trying to build it now. You know, if we were like in another city where they already had rail and

you had that infrastructure in place, you had the capital, you know, the human capital in place, you also had the facilities you had, you know, it would be economies of scale to, you know, bring that new service in. It's not as big a deal. But when you have nothing and you're starting with ground zero to build out a rail organization, we would have to start hiring now. And then we would hope that the project is done in time for the people to be productive by the time the project goes on-line. Because that's how long it would take us to get the staffing up and running, which is an enormous amount of time and a lot of sunk costs.

MR. ALLEN: Negotiate the contract for the operations and maintenance of the system. You're going to be making a determination. You haven't made the route away - - right away commitment and the definement of the - -

MS. CUFF-LONERGAN: Gotcha.

MR. ALLEN: again. And you're going to be buying equipment for that particular segment that may not be the equipment that you use elsewhere within the old master plan.

MS. CUFF-LONERGAN: I love that question. It is - - so let's be clear. We're setting the design criteria. We. We are setting what the asset. How it's going to function. What it's going to look like. Well, how it's going to function - - it's a performance based. Right?

We're not going to say it has to look like this. Right? But we will put together our design criteria and the specs or preliminary specs for

equipment. They will then buy it. We have a PD&E - - Project Development and Environmental process now that we're - - that's underway. That - - that consulting firm is helping us develop those design criteria and those preliminary specs and performance requirements. So, they - - so what will happen is these things when they - - when we go to the next segment that will be the basis for all of the build out of Light Rail.

MR. ALLEN: So - - (Inaudible; microphone was turned off.)

MS. CUFF-LONERGAN: Yep. Standard for everything. Yes.

MR. ALLEN: (Inaudible; microphone was turned off.)

MS. CUFF-LONERGAN: (Laughing.) Let's hope not. A Light Rail to run to the landfill. Is that what we're doing? One stop. All aboard. No, it was good. That's where that coordination piece comes from. I'm back to that with - under - - under Kevin, so. All right.

Okay. And last thing I wanted to show you here. These are just all the projects that we're going to be moving through BRT. This is the five-year commitment for Commuter Rail South. Our fixed buses, our high frequency buses, our paratransit vehicles. This is for our high-frequency bus service and the Paratransit Program, Transit Infrastructure. These are the projects that we'll be working on.

And lastly, the five-year outlook for the Operating support, and the 10-year look ahead on our Transit Operating Funding for 2025. And this is to your question. We're stopping. I'm stopping and pausing. Mr. Hooper, I got you. And

this is - - just shows you the - - the anticipated Revenue, General Fund transfer, Gas Tax, Advertising, Surtax, and our overall Operating Funding.

MR. HOOPER: (Inaudible; microphone was not turned on.)

MS. CUFF-LONERGAN: First line.

MR. HOOPER: (Inaudible; microphone was not turned on.)

MS. CUFF-LONERGAN: I'm sorry. I said 10-year look. I meant to say 10-year period span, back as early as 2020 to 2030.

MR. HOOPER: So why did it grow so much in 2024? 2025? You know, it - -

MS. CUFF-LONERGAN: Covid Relief Funds went away.

MR. HOOPER: I gotcha.

MS. CUFF-LONERGAN: Denise, you can confirm please. Thank you.

MR. HOOPER: Yeah, I got you. Yeah, yeah, yeah, I see. I see how it kind of went down and then it went back up. Okay, thank you.

MS. CUFF-LONERGAN: Sure.

MULTIPLE SPEAKERS: (Inaudible.)

MS. CUFF-LONERGAN: Sorry, sir.

MR. COOLMAN: On your advertising, 1.3 to \$1.4 million income. I assume that's from selling bus ads, right?

MS. CUFF-LONERGAN: That is. Yes, sir.

MR. COOLMAN: Question for you. We're spending \$1.7 million of Surtax money to advertise Surtax, right? I think I heard you say that before.

MS. CUFF-LONERGAN: To advertise our system.

MR. COOLMAN: That's your promotion - -

MS. CUFF-LONERGAN: Yeah, for permission. We were budgeted at about 2 million, but our spend has been at about 1. This year we'll be at about 1.7 by year end.

MR. COOLMAN: As you know. I, I don't like advertising buses - -

MS. CUFF-LONERGAN: I know.

MR. COOLMAN: - - other than Surtax. Would you be better off spending a million four and put all our buses with just Surtax and with the return on investment be equal to or greater than 1.47 you're already spending? You don't have to answer that today, but I'd like you to think about it because I don't understand why we are getting income of a million four when we could be putting our own advertising on our own buses to show what we're doing. Just like you're spending a million seven.

MS. CUFF-LONERGAN: So, we are doing that now. Well, so this is us advertising us.

MR. COOLMAN: But my understanding is we can't control the advertising unless we either do it or we don't. So, since we have 1.7, we're already spending. Would you be better? Would we be better? Would this - - the citizens be better? The 1.4 of your Operating money is a drop in the bucket now. 1.4. 1.7 is a bigger number. But would we be better spending, pay the

County the 1.4 so they're not crying hurt, and, and spending the 3.2 million for advert and then take over all the buses, anyway?

CHAIR PENNANT-WALLACE: I think you have, you need to have multiple layers of advertising, right?

MS. CUFF-LONERGAN: This, you know, at the end of the day, this, some of this revenue is for many transit agencies or lifelines that they, they don't have to - - they don't have the benefit of a Surtax. I think this is nuanced.

I will say this, that you know, and I think I've said this to you before. There's this range of where people are when it comes to advertising and transit. There are those that are purists that says, "I don't want anything on our buses. I want our brand to draw, to shine, and I don't want people to be confused. I don't want them to not to know that it's us. I don't want anything on it." And then their Boards make that decision and that's how they, that's how they roll.

And then there are the other agencies that look, "I'm just all about the revenue and I want to make sure that I get as much revenue from advertising. So, I don't care about brand dilution or what impacts our safety." Because some people say that, you know, the coverage on the windows or the back of the buses, you know, people reading and they'll run in the back of - - I can't even tell you how many times people run into buses, so.

And then there's people in the middle. Right? You know, maybe a little bit of advertising, but not a full bus wrap, but our Board has been kind of in that middle range where they're saying it's worth it for us to do the advertising.

But to answer your question, I'm gonna just ask for the fifth on this one, please.

MR. COOLMAN: Well, maybe the way to do it is this won't cost too much. Why don't you ask your graphics people that are doing a great job, if they could decorate our buses with Surtax stuff, would it be worth it?

MS. CUFF-LONERGAN: We are going to be doing some PREMO . We have a new PREMO bus wrap that you'll be coming to a street near you soon where we'll be advertising PREMO. So, for the wraps only, the contract that we have right now does not allow bus wraps only. We can bus wrap. Do bus wraps.

MR. COOLMAN: We understand you have contracts right now. I'm talking about not renewing them, obviously.

MS. CUFF-LONERGAN: I see. Okay, I understand.

MR. HOOPER: I just - - I - - this is what I was looking for, and it was the - - Go back. Right there. It - - No, no, general. The main - - big, big - -

CHAIR PENNANT-WALLACE: Operating Funding.

MR. HOOPER: So, the general fund. This is kind of what I'm talking about. It - - it doesn't grow. So proportionately, the General Fund doesn't put in any more than 26.9 for 10 years. And yet everything else grows, including cost and the search.

UNIDENTIFIED SPEAKER: (Inaudible; microphone not turned on.)

MR. HOOPER: Huh?

UNIDENTIFIED SPEAKER: (Inaudible; microphone not turned on.)

MULTIPLE SPEAKERS: The commitment that you made that
(Inaudible.)

MR. HOOPER: Okay, I got you. That answers my question.

MR. McELROY: On the topic of advertising, though, I would like to say, is there any way - - I know we're just an Advisory Committee in that sense of what our scope is, but maybe as a group, we could vote on it and make a transmittal letter - -

MS. CASSINI: I would just - - you may, of course. You have every right to do that. I just wanted to give you some historical context. This is a conversation that has been happening since the Surtax passed, and this particular Board has communicated its desire to not see any advertising on any bus that's paid for with the Surtax to our Commission. Our Commission chose to continue advertising. So, I'm hap - - of course, I'm happy to transmit any letter, but I just wanted you to understand that the County Commission has taken a position that they'd like to continue advertising.

MR. McELROY: Okay, maybe. Well, I don't know. Maybe we - - when the contract's time to renew, we send another letter, because to be fair, none of the County Commissioners have stickers on the side of their car. So, unless they're advertising for Papa John's and personal injury on their on their personal car, it's not fair for someone who rides a bus, and that is their car, their form of transportation, to have to be advertising. It's not an equal standard.

MR. COOLMAN: I think the Commission knows how we feel. I was just trying to find a way of not - - them not losing any money and us getting more advertising. That's all.

MS. CUFF-LONERGAN: I understand, sir. And these are valid concerns. I mean, I share, you know, the perspective also that I don't want my brand to lose. I mean, with all kinds of stuff on the buses, especially if it doesn't benefit us directly. It's one thing when we wrapped the bus and said "Ride BCT." We have a nice panther on it because we're supporting the team and it's advertising.

MR. COOLMAN: Let's transfer all our wraps that they're paying for to the electric buses and park them somewhere - -
(Laughter.)

MS. CUFF-LONERGAN: In the landfill. Okay, on that note, everybody, I thank you for your time. I appreciate you.

MR. ALLEN: You mentioned PREMO coming out with an advertising campaign or program.

MS. CUFF-LONERGAN: Yeah.

MR. ALLEN: I thought we also had a commitment that would incorporate
MAP.

MS. CUFF-LONERGAN: Oh, yeah, yeah, yeah, yeah. We do. We do put the logo on everything that we - - that we have. And we - - we do appreciate you. So, we want that logo, that stamp on there. And, but you know, the PREMO

one, I can't wait to show you. It's really slick. It's pretty cool. I wish I'd brought it with me, but I didn't. One last question?

MR. McELROY: One -- just one last thing and then move on. You know, I'm not trying to circle back, but I kind of need, like, a resolute answer about the bus stops of, like, what? How can we accelerate that program? Is it, again, a transmittal letter coming from this group? Maybe we all -- maybe my -- the people who sit on this Board don't agree with me that we need to increase our bus stop funding,

But I understand the maintenance future liability of a bus stop, but we're not taking that same logic, applying it to the transit we're building, the LRT we're building. We're not applying it to any of the Public Works things we're building. But for some reason, we're overly focused on the maintenance of the bus stops. And I get it. I get homelessness is an issue, quality, garbage and stuff.

But we have so much money in this bank account right now that the fact that someone is sitting out in the sun or sitting out in the rain this very moment, riding a BCT bus is disturbing to me. Like, we're not doing the most basic, basic level of what we should be doing. And I have to keep bringing this up until we can figure out a solution to this, but it doesn't exist.

MS. CUFF-LONERGAN: I appreciate your passion there, and I will say this. We're not not doing bus shelters, just for clarity and so we're all grounded, to stop homelessness. Like, we're not not doing it because we have a

homelessness problem. That's not the driver. But I can't speak for the Board. Madam Chairman, whatever you feel as a collective body, the next step should be, I will honor whatever our County Administrator asks us to do, our Board, and I respectfully will submit that to you for next steps.

MR. COOLMAN: I have a question. How many new shelters are you programmed to put in? 300 and what?

MS. CUFF-LONERGAN: 350 and we have 14 and some change.

MR. COOLMAN: Over what time frame?

MS. CUFF-LONERGAN: Over the five years.

MR. COOLMAN: That's 50. That's 60. 60-some a year. Right? That's five a month. Right? Why don't you, - - I mean, I'm for all - - I mean, I don't know how you can move it any faster than. I mean, there's plenty of stuff already programmed to do, - -

MR. McELROY: There's plenty of subcontractors - -

MULTIPLE SPEAKERS: (Inaudible.)

CHAIR PENNANT-WALLACE: Let's have one conversation, please. One conversation. And if you're talking, please be on mic. Mr. Hooper.

MR. McELROY: I mean, it was up - - It's up to the Chair. Athena, if you would like to. I would like to say that - - I would like to write a letter to the Commissioners, or at least. I know it means whatever it means. But I would like to say this program should be accelerated at the maximum capacity, and we should be clearing the way as much as we can. If we're putting this much

infrastructure and money into our bus program, there should be dignity where people are - - are there. And I know very many people in this room agree. So, I want to make it very clear to the Commissioners that this is where I stand and hopefully where the rest of the Board stands, and we can send them something.

CHAIR PENNANT-WALLACE: Okay, Go ahead.

VICE CHAIR MADDEN: Sorry. Well, I think our role is an oversight function and not necessarily advocacy. I'd like to learn more about the issue and the strategy personally.

MS. CASSINI: And if I could just, I think - -

CHAIR PENNANT-WALLACE: Go ahead, Phil.

MR. ALLEN: Since one of the controlling elements that I hear coming through here about building more, et cetera, is finding cooperative cities that are willing to serve the maintenance costs. We don't know, and you haven't defined for us here, what is the maintenance cost of that acceleration? You can talk about the capital cost of building it, but then you've also got the operations. So how much of that money or how much money is being spent to maintain that kind of a program?

MS. CUFF-LONERGAN: Go ahead, Abhishek, please.

MR. DAYAL: Good afternoon, Abhishek Dayal. I'm the Chief Infrastructure Officer. So, as you know, we've got 31 communities, and we are working with all of those communities separately on the stops.

So, the maintenance cost is actually - - it varies from community to community because of the level of infrastructure we put in on the stop. In some cases, where there's high ridership we do put a larger shelter. In some places, we put a smaller shelter. So, it really varies from - - from stop to stop. So, it's a little bit hard to kind of just quantify, just per stop, how much it is to maintain. So, I might have to get back to you on a specific or - - or just an average - -

MS. CUFF-LONERGAN: We can give you a range.

MR. DAYAL: - - cost.

MS. CUFF-LONERGAN: Yeah, we'll get back to you. If you think about the, you know, if you look at University right here, right, and you look at the Plantation bus stops. They're very different. They're brick, they're bigger, they're, you know. And you - - and then you go into Fort Lauderdale, they're, you know, they're plexiglass, they're lighter. And so, you know, this is what the Plantation wants in their community, that their shelters to look that way. And that's why we have some such a disparity in terms of maintenance costs, because it depends on the type of structure.

If it were some transit systems, a bus stops, a bus stop. Right? It's going to be this and that's it. We have standards. There's nothing more, nothing less. We have already taken the position that we want to be receptive to the character of the community and to build what the community would like to see.

CHAIR PENNANT-WALLACE: And also, they have skin in the game. Right?

MS. CUFF-LONERGAN: That's a good point, too.

CHAIR PENNANT-WALLACE: So, you have to be respectful of their -
- their needs. It sounds to me that the strategy you have in place in terms of the number of bus stops or shelters you're trying to build is sufficient. Certainly, worth exploring to see if there's any way to fast track the volume of shelters that we can add to the complement that is already established. But I think everything takes time. And even though we know that we may need all 300 bus stops right now. Can you do that? You can, right? So, there is a process to it.

MS. CUFF-LONERGAN: Yeah, there's, there's the, I mean, to be fair, there's getting the contractors. It's getting the materials. It's - - it would take a minute to do, to expedite it. But you know, like, if, if it may. But it's your, your call.

MS. CASSINI: So, I just like to point out that when we show you all the dashboard, and we will be demonstrating updates to the external and the internal dashboards, you're going to notice that there have already been hundreds of bus stops and shelters just in the first seven years that were installed. Some of the -
- most of those are Surtax, some of them were paid for with other funding sources as well. And the actual plan included thousands of bus stops and shelters over the 30-year period.

I'm sure that when you all complete your Comprehensive Operational Analysis, there'll be additional recommendations that come with that. So, if you wouldn't mind just kind of holding off on this until we see what the Comprehensive Operational Analysis is recommending, but, and what I can show you has already been done, just like I said in the first seven years of the program. Maybe we could just kind of table this for another few months. Would that be acceptable?

MR. McELROY: I mean, it's acceptable, but it's already seven years in and we start making five-year plans for bus shelters as a - - But this is the thing. If you don't ride the bus, you don't understand.

MS. CASSINI: (Inaudible; microphone was not turned on.)

MR. McELROY: Yeah, I know. So, I understand that this, this is why the COA is so important and why I've been keep asking when the COA, when's the COA? When's the COA? Like the group's been asking for, like, you know, since we've heard about the COA. Because we understand you need the COA to understand the routing, to understand where the stops go. I get that. I just want to make sure when the COA is done, we can accelerate it and I'll leave it there.

CHAIR PENNANT-WALLACE: Mr. Allen.

MR. COOLMAN: A technical question on bus stops. I see Plantation building and repairing bus stops quite often. Are the bus stops at this 300 that are programmed obviously have to have permission of the cities and they're going in the cities. Is there anything to expedite bus stops by just going to the cities and saying "Mr. City or Ms. City or Mrs. City, do you need more bus stops

and would you tell us where and would you put them in?" Just say, just ask them if they can build some bus stops. I mean, it doesn't take - - I'm not. You can pay them with Surtax dollars. But does that expedite?

MS. CUFF-LONERGAN: It could. I mean, it's certainly an idea that we could - -

MR. COOLMAN: I mean, it doesn't stop what you're doing, because I think what you're doing is a full plate already. But if we go to a city and say, "would you - - if you think you need more bus stops, could you go out" and let them do their thing and you'll reimburse them for the bus stop. Is that a way of maybe expediting this without changing it?

MR. KLITSBERG: So, Mr. Coolman, there have been municipal Surtax projects that deal with bus shelters and bus stops. Also, since our office gets all of the requests to please prepare contracts for these with the municipalities, we - - BCT works with the municipalities on a regular basis both to identify existing bus shelters that are within the city that are not covered under the maintenance agreement, as well as to add these additional. And I could say with some certainty, because I could probably go through my email now and probably find about 20 of them, we are in a constant flow of amending agreements with cities adding in new bus shelters based on existing routes.

To your point of if the city says, yeah, we want bus shelters in all of these places, but then again, we wind up with Comprehensive Operational Analyses every few years that make recommendations to changing the fixed bus routes,

you may wind up with shelters, yet no bus. So, I know that it's all part and parcel of a sort of combined and collaborative system with both the cities, BCT in terms of them hiring engineers for design as well as doing the construction and working with the cities as to what they're able to, and are desirous of, having and maintaining. So just to your point, in terms of going to, you know, random city to say, tell us where you'd like to, you know, have - - we. This is where we'd like to have bus shelters.

MR. COOLMAN: And because I assume all these bus shelters are going into the cities. Right? They're not going into County land.

MS. CUFF-LONGERMAN: Well, well, they go into the BMSD. They do go there, too.

MR. KLITSBERG: And some of them are also built on County way and things of that nature too.

CHAIR PENNANT-WALLACE: Well, all right. So, I'm going to suggest that we kind of table this conversation so we can move forward. We still have quite a bit that we need to get through. And until we can get some of the information that's being requested, then we can, you know, be in a better position if as a Board, we want to write a letter to the County Commissioners. Okay.

MS. CUFF-LONGERMAN: Thank you. It's always a pleasure to come here and meet with you guys. Good to see you. Hope your summers continue to be great and I'll see you next time. Thanks.

CHAIR PENNANT-WALLACE: Thank you, Coree. Thanks. Great job.

[Applause.]

Thanks, team. All right. All right, let's move this forward. Oh, boy. The next item is - -

MS. CASSINI: It's up on your screen.

CHAIR PENNANT-WALLACE: A presentation.

Support Services

MS. CASSINI: Yeah.

All right, so this will be really quick. In the Fiscal Year 2026 budget, consistent with your requests when you were first seated as an Oversight Board, we strive to maintain administrative, or what we refer to as support services costs at 1% of projected revenues in every - - in any given year. There are no new positions that have been recommended in the support services area, and I'll just remind you that that includes your Surtax legal team, the auditor, the MAP administration staff that supports the Oversight Board and the appointing authorities roles, as well as does all of the contract administration for all the municipal projects and the Office of Economic and Small Business Development and two positions in Public Works.

It also can contains some contracts and these are contracts that have come before you that you all have seen and approved and that become part of the County's adopted budget. So, for Fiscal Year 2026, these are not new projects, but they are additional funding requests. One is for the road sensor

flooding sensor project that you first saw and approved last year. In Fiscal Year 2025, they are requesting additional \$500,000 for the installation of additional sensors, software and analytical tools.

And then the near miss pilot project which you all are very familiar with and you've seen several presentations from our partners at the University of Florida. And I'm happy to report that they are going to be providing you with an update at your request on what has changed and how have the conditions improved as a result of the implementation of these innovative options. So, with that I'm going to turn it over to Dr. Lee and I think we have Dr. Ranka, virtually, joining us by Zoom and they're going to walk you through just very quickly where they are with the project and some recommendations and next steps.

CHAIR PENNANT-WALLACE: Thank you. Good afternoon.

Near-Miss Traffic Incident Identification System Update (Phase II) and Next Steps

MR. LI: Good afternoon, Madam Chair, Madam Vice Chair and members of the Board, Min-Tang Lee for our County Chief Engineering division. I am the project manager of the nearby pilot study. I would like to report to you that we are in the home stretch of wrapping up the pilot study at the current phase. And today Dr. Sanjay Ranka, who is leading the UF project team finishing up the project, will give you a quick summary of the overall findings up to this point and

provide some potential areas for further exploration next. So, with that, I will let Dr. Ranka pick up from here.

DR. RANKA: Thank you. Thank you, Min-Tang. Thank you, Board, for giving me the opportunity to present to you. Is it possible I can put my video on? You just want me to talk on the audio part?

MS. CASSINI: Dr. Ranka, if you could just speak since we were having some technical issues earlier. And then if you'll let me know when you'd like me to advance your slides, I'll be happy to do that for you.

DR. RANKA: Wonderful. Thank you so much. So just to give you a quick outline, I'll go back and talk about the video and LIDAR system which we have been using for the last two, two and a half years or so. And we have now conducted before and after safety evaluations on at least two signalizing intersections for which I'm going to report the results on. The interesting part which we see is that we did a before study where we analyzed the data, as you shall see, and based on that we suggested some changes. And then, you'll see the after part which shows a drastic reduction in potential C wave ends on that intersection on those two intersections. And then, I'll talk a little bit about some of the future work which you would like to do as part of the work which we are already doing with you so far.

Next slide, please. This is kind of a quick overview of our system. It takes into account multiple video cameras. Generally, these intersections are very large and there are lots of lanes coming from all the four directions. That's why

you need two cameras. And what we do is we collect the data from the two cameras, fuse them together, track all the objects, in particular, in this case the vehicles and the pedestrians. And then we look at the trajectories to see where the conflicts are. And we have a special secret sauce, in some sense, to detect what that severe event is. We found those and then based on that, we understand where things are going wrong on the intersection.

Next slide, please. So, this is kind of an example of the kind of events we'd like to detect. If you can play the video, please. So, as you can see, there's a pedestrian walking on the top right there. And then this car, which came very close to that particular pedestrian, right? Obviously, the pedestrian was walking on a phase where they're not supposed to walk. So, we detect these kind of events and our goal then is to say, hey, can we minimize these kind of events? Because each of them can potentially result in an accident.

In this case, fortunately, nothing happened to the pedestrian. But obviously, in a bad case scenario, that could have been a major accident, we have been able to show that our technology can handle eight plus streams of video on a single GPU. And what we can actually do is look at the phases by looking at all the different vehicles coming in and getting out.

Next slide, please. So, once we can count these kind of events automatically, rather than a human looking at, imagine 10 hours a day, times two weeks, 140 hours of data, what our system can do is automatically detect those events and then plot them on the intersection itself, on where they occurred. And

then based on that, then we can look and say, hey, what can we do to potentially improve the safety of that intersection? This is a particular intersection on Sterling Road and 66th Avenue. We collected data for two weeks before and after.

Next slide, please. So, as you can see right here, what we did was we looked at the intersection and those are the spots where those events happen. And they're shown in different colors based on whether it was a left-turning vehicle or a through vehicle or a right-turning vehicle. And you can see that all those dots kind of represent where those severe events happen. So based on that, we worked with the County and other folks and said, hey, why don't we put these signage, which you can see on the right-hand side, saying that they're turning vehicles, wait for pedestrians. And this was a simple experiment. And then what we did was, after we put the signage, then we put again analyze the data again for two more weeks, within a few weeks after we put the sign in there, and as you can see just by looking at it, that the number of those dots have gone down in terms of their density, that means that these signs are working. And that means that vehicles which are coming here are more aware that there may be pedestrians crossing and they take care of that. And the chances of them coming close to a pedestrian go down substantially. So, this is kind of qualitative information.

Next slide please. The same thing we did on another intersection, similar, similar kind of intersection. Again, we did two weeks of data collection before

and after. Next slide please. And so, you can again see the before and after map. Again, the number of dots have gone down substantially. You can look at that visually and again it shows you where the signage was placed. Because in this particular case, we saw most of the dots were happening here, here and here, not at other places. So, the signage was in some sense based on, on that information itself. And as you can see after adding the signage, the number of these severe events have gone down.

Next slide, please. So, this is kind of more quantitative. It takes into account how many vehicles are crossing on that intersection. So, we divided by the number of top per thousand vehicles or per thousand pedestrians. And as you can see, whether you use the denominator to be per thousand vehicles or per thousand pedestrians in each of the cases in both the intersections, you can see that there was a big reduction roughly somewhere around 80% for 66 and on 68, roughly around 40% per thousand pedestrians.

This shows that the technology is able to figure out the safety issues on the intersection proactively. This is a very fast experiment. You collect data for two weeks, analyze it. It takes us less than a week to analyze the data. And then once you put the changes, once you put the changes in another two weeks, and then you can see the impact right away. So, this technology has shown the benefit in terms of being able to reduce these near misses or “severe events,” as we call them. And our hope basically is that this improves the long-term safety of these intersections.

Next slide. So, overall, our conclusions are that the video analytics which we have developed can localize areas where there are issues in terms of vehicle movements and the interaction with pedestrians. And we have been able to show before and after study that demonstrated that signage changes in this case could lead to reductions in the severe events. Clearly, these findings are portable. In particular, putting the signs is something which one can do on other intersections. And then our goal would be to collect data on more intersections to verify and solidify these findings. And our also approach would be to say that rather than having static cameras, we can have a mobile system which can be moved from one intersection to the next one.

So, we study for two weeks on one intersection, make changes, study for another two weeks and then move the system to another intersection. So that way we don't have to spend a lot of money on physical assets.

Next slide please. So, a couple of future directions based on what we have seen so far. One is the fact that we have been able to do this near misses, but since video technology works well during daytime, it does not work as well in the really low light times, especially in the nighttime and maybe early part of the day like 6am or 5am so we can use other technologies like LIDAR instead of video which are less impacted by amount of light which are available, or infrared cameras. And we already tested the LIDAR technology at an intersection in Gainesville, which shows that benefits compared to a video, especially in a

situation where the light is not as much. So that's one thing which you want to potentially pursue.

Next slide please. And then the other part is that clearly we want to be able to make sure that near misses are near misses. Do they actually then correlate with the crash data? That's a more longer-term study where if you can say that, hey, if I'm able to reduce my near misses by 80% over tens of intersections or 70%, did that result into lesser number of real accidents on those intersections? Again, for it to be statistically significant, we have to make sure that we have data for a large number of intersections over long periods of time. Thank you.

CHAIR PENNANT-WALLACE: Okay, thank you. Very good. Interesting. All right, there's another. Okay. Presenter.

MR. LI: Is there any question?

CHAIR PENNANT-WALLACE: Are there any questions?

MR. COOLMAN: Yeah, one. What, you know, based on this it looks like, short of looking at every intersection, how did you pick these two? Number one, and are there, is there a way based on accidents or to go ahead and say, okay, the next 10 hottest ones are this either set your cameras up or apply the same principles. What's going to happen? Because it looks like you've made it safer, now, how do we expand that?

MR LI: Very good questions. First of all, this is a piece of State Road, so, County does not have the jurisdiction. The project team in fact propose safety

County majors to FDA for consideration, for every signal intersection that we study. There's a total of six intersection that we study in the pilot and after discussion with FDOT, DOT deploy the signage to two intersections that they choose. And that's why we focus, after assessment, on only two intersections. The other recommendations are more for long-term. I think their one recommendation is to set up master arm for right turn protective face duty. Currently does not have budget or projects to carry that out. So those recommendation hasn't been implemented.

MR. COOLMAN: I, I didn't quite understand what the next steps are. I'm sorry. I mean are you, is the project finished or where, where are we having. We have this, there's a test - -

MS. CASSINI: There's another phase of it. That's what you were just looking at funding for Fiscal Year 2026. So, they've made some recommendations, they're going to continue – signage.

MR. COOLMAN: But they are - -

MS. CASSINI: Yes. But I think what Dr. Lee is letting you know is that they're limited to, limited in what they can do on a State-owned Road. So, they're going to be looking more at their County owned roads for implementation in the future.

MR. COOLMAN: All right, thank you.

CHAIR PENNANT-WALLACE: All right, thank you so much, Dr. Li.

MR. LI: Thank you.

CHAIR PENNANT-WALLACE: We have, we're at the end of the Oversight Board Meeting Board Fiscal Year 2026 budget workshop. I want to thank all of you in the audience for staying with us. And for our Board Members, it's been a long day, but I want to ask for a motion. I have a motion to adjourn this portion of the meeting.

MR. HOOPER: So moved.

(Speaking away from the microphone.)

MS. CASSINI: We did have one more presentation, but we're happy to move it.

CHAIR PENNANT-WALLACE: Oh, we do?

MS. CASSINI: It's okay. I mean, if you all want to keep moving, we'll just move it to October. We had a presentation on an update on our outreach efforts and we were going to show you a video on the annual report. It's your choice, of course.

CHAIR PENNANT-WALLACE: So, it's been a long day.

MS. CASSINI: It is fine.

CHAIR PENNANT-WALLACE: So, we still have the action items to go through. So, I really want us to close out by 4:00. If we can beat that time frame, I would be a happy woman. So, let's move forward with first making sure that we get the motion to approve closing our - - adjourning. We had a - -

MR. HOOPER: I made a motion to close.

CHAIR PENNANT-WALLACE: Anyone want a second?

VICE-CHAIR MADDEN: Second.

MR. COOLMAN: Second.

CHAIR PENNANT-WALLACE: All in favor?

ALL BOARD MEMBERS: Aye.

CHAIR PENNANT-WALLACE: Any abstentions? Anybody want to keep going? All right, thank you. All right. All right. So, I know we probably - - some people may want to take a break, but if you need to just go ahead so we can just move forward.

Regular Agenda

I would now like to call the regular meeting of the Oversight Board to order. It is now 3:16 and I think the first item on the agenda, we have three items.

Motion to Approve Minutes of the May 2, 2025, Oversight Board Meeting

So, this first one is I need a motion to approve the minutes - -

MR. HOOPER: So moved.

CHAIR PENNANT-WALLACE: - - of the May 22. Can I get a second?

VICE-CHAIR MADDEN: Second.

CHAIR PENNANT-WALLACE: All in favor?

ALL BOARD MEMBERS: Aye.

CHAIR PENNANT-WALLACE: Awesome. Awesome.

Motion to Approve as statutorily eligible (Sec. 212.055(1)(d), F.S.) the proposed projects and expenditures in the following categories for FY2026:

- A. Broward County Public Works Department**
- B. Broward County Transportation Department**
- C. Municipal Surtax Program**
- D. Support Services**

CHAIR PENNANT-WALLACE: All right, so before we get into the review and approval of the County's proposed project and expenditure within the Fiscal Year 2026 recommended budget. I understand that we have - - We still - - We don't. No, no. We're done. Okay. All right. So, I think the next step is for us to just move forward with a motion to approve.

MR. HOOPER: As I make a motion, we approve as statutorily eligible the proposed projects and expenditures included in - -

CHAIR PENNANT-WALLACE: Included in - -

MR. HOOPER: Included in all ABC and D. Can I do that?

MR. KLITSBERG: Yes, you can. You can have one vote, one motion for all four items.

MR. HOOPER: Okay, great. Thank you.

MR. ALLEN: Madam Chair. I recognize that we're changing the ordinance to more specified that County attorney makes determination relative to eligibility. Is that - -

MR. KLITSBERG: Actually, the entire section regarding eligibility.

MR. ALLEN: But the motion here talks in terms of us determining the eligibility.

MR. KLITSBERG: Yes. As I indicated earlier today, all of the projects and all of the line items that have been brought back before the Board in the workshop and that are being called for in both of the motions have been reviewed and are statutorily eligible under 21205.5.

MR. ALLEN: So based on past practice, then the County Attorney should give us their opinion that, in fact, all of these projects that these motions are proving are, in fact, eligible.

MR. KLITSBERG: That's correct. And, yes, they are.

MR. ALLEN: Okay.

(Speaking away from microphone.)

MR. KLITSBERG: I think there was already a motion.

CHAIR PENNANT-WALLACE: No, I just want to make sure I didn't - - I didn't jump too far ahead here. All right, so I think everybody understands what's the next. The second agenda item that we're going to be voting on. And so, Phil, you were trying to make an amendment to the motion. Is that - -

MR. ALLEN: No. I just wanted to be - - affirmative termination by the County Attorney. In fact, all these projects do make their requirements for determination under the statutes.

(Speaking away from microphone.)

CHAIR PENNANT-WALLACE: Okay, so, Nathaniel, I see here that you may need to provide your assessment and recommendations related to proposed projects and proposed expenditure. Did we cover all of that?

MR. KLITSBERG: We've covered all of that. I have no recommendations other than the fact that they are all statutorily eligible.

CHAIR PENNANT-WALLACE: Okay, very good. All right, so we have a motion on the table and we have a second.

VICE-CHAIR MADDEN: Second.

CHAIR PENNANT-WALLACE: All in favor?

ALL BOARD MEMBERS: Aye.

CHAIR PENNANT-WALLACE: All right. All right. All right, good. Gretchen, do you want to add anything else before we move into item number three? Why a Five-Year Plan? Do you have that slide up?

MS. CASSINI: So, just to remind you all why you're here today, we do have an ordinance that we've spent a lot of time talking about how we're going to be changing, potentially, in the future. But currently, under that ordinance, we are required to bring you a budget every year, and we are also required to bring you a Five-Year Plan. So that's why we do that. And then it's also very helpful

for us to communicate that transparently on our website. I've already shared the municipal Five-Year Plan with all our municipal partners, as required. And they are aware that you are taking action on the Municipal Surtax program project plan today. So, with that, I have nothing further to share.

CHAIR PENNANT-WALLACE: All right, so essentially that concludes today's regular agenda. If we - -

MS. CASSINI: - - to have a motion and an approval of the - -

CHAIR PENNANT-WALLACE: Yes. I will. I just - - We are doing well with those two items. So, I don't know. I want to end this meeting on a really high note. So, if we can queue up that little video. I don't think it's very long. Do we have it?

MR. HOOPER: We haven't made the motion on this.

MR. KLITSBERG: You haven't made a motion for number three.

CHAIR PENNANT-WALLACE: I thought I did.

MR. KLITSBERG: No, we've only done - -

Motion to Approve as statutorily eligible the proposed projects and expenditures for Five-Year Plans 2026-2030, consistent with 31 ½ - 75 (h)(3) of the Broward County Code of Ordinances:

A. Broward County Public Works Department

B. Broward County Transportation Department

C. Municipal Projects

CHAIR PENNANT-WALLACE: Can I get a motion, please? I'm sorry, I'm racing ahead.

MR. HOOPER: I'll make a Motion to Approve as statutorily eligible the proposed projects and expenditures for Five-Year Plans 2026-2030, consistent with 31 ½ - 75 (h)(3) of the Broward County Code of Ordinances: A, B and C.

CHAIR PENNANT-WALLACE: Can I get a second to that?

VICE-CHAIR MADDEN: Second.

CHAIR PENNANT-WALLACE: All in favor?

ALL BOARD MEMBERS: Aye.

CHAIR PENNANT-WALLACE: Awesome. All right, so I think we have time, folks came here prepared to watch a little video or to show it. Let's just get it done so we can - - we have to worry about it for the next, the next meeting.

MS. CASSINI: All right.

MR. HOOPER: You need to be put in the front so that - -

CHAIR PENNANT-WALLACE: Right.

VICE-CHAIR MADDEN: Test the video.

MR. HOOPER: Give me good easy stuff to watch.

CHAIR PENNANT-WALLACE: We're good.

MS. WILSON: All right. So yes, it's been a while since I've been before you, but I come bearing good news. First and foremost, as requested by our Chair, the Fiscal Year 24 Annual Report video, which. Well, first of all, I came here to give you all an update from my last presentation, which was the initial

groundwork for the five-year outreach and engagement plan. So, this is just to give you an update on our progress and accomplishments.

MS. CASSINI: You're just going to do the video?

MS. WILSON: Just the video. Right. But I just wanted to say one little tidbit that this video was produced because we wanted to keep up with times and with the industry going more video oriented with how people digest information. We wanted to make sure that we're staying ahead of that and making sure we're using it and adding it as part of our arsenal of outreach resources to make our reports in a more video format. So go ahead and play that.

(Video plays: MAP Broward Annual Report Video)

(Vice-Chair Madden leaves the room 3:15-3:21)

CHAIR PENNANT-WALLACE: Very nice.

MS. WILSON: Thank you. I like to boast that it was created completely in-house. The voice you heard is our Public Information Specialist Katya, who's out there mixing. So, thank you, Katya and thank you to our County agency partners, Transit Public Works, OESBD, and of course our internal MAP Admin staff. It was a joint effort. So, I hope to speak more to you all in the next meeting. I won't hold you any longer.

CHAIR PENNANT-WALLACE: Awesome.

MS. CASSINI: Good job! And we don't have a \$1.7 million marketing budget so I just want you to know that got done by, you know, two people. So.

CHAIR PENNANT-WALLACE: Wow, awesome. Very impressive. And so that's a nice way to kind of close out all of the presentations we've had today to end on a really high note. I just want to know non-agenda - - any members have anything they want to say before we close for the good of the cause.

Non-Agenda

MR. McELROY: I had some questions about the - - for Nathaniel, maybe this is a more CFO question. The funds we have in the bank account, are we able to buy Treasury Bonds like one-year notes because the interest rate looks so low, it's like less than 1%. And if a lot of these PREMO Projects are being withheld, you know, depending on Administration, there's so much variables in the air, we should be getting a 4% yield back on it. This is going to be hundreds of millions.

MS. CASSINI: So, I do know we've had that conversation. It was a couple of years ago, but I did want to mention to you all that when our CFO and our Accounting Team and our independent auditor came in front of you all, this was I think in 2023, to have a conversation about investments and interest that's earned on the Surtax funds, there was, at that time, a pretty significant portion of Surtax funding that was being pooled and put into investment accounts. And there it was getting a very decent return on investment. We haven't had that, I haven't had an update on that lately, but I can certainly ask that you all receive

an update on that. You'll notice in the audits that they do identify the amounts of interest that they are receiving on the Surtax funding.

MR. McELROY: Yeah, if you could look into that, that would be awesome because that's a big difference in yields.

MR. COOLMAN: I have - -

CHAIR PENNANT-WALLACE: Go ahead. Quick one, one last question before we have a motion to adjourn. Go ahead.

MR. COOLMAN: I have a couple things, actually. Three. I asked Gretchen to provide me with a summary of the Surtax dollars and she gave me a one pager, which she's going to send all of you that will kind of give you an overview of where all the money is. And a lot of people say, why do you have so much money? Yeah, we do, but we have an assignment to go places.

The second thing Gretchen provided me with is a Transportation Capital Program summary. 20 sheets that pretty much outlines that the Surtax is not the only source of funds for the drainage replacement, bridge repairs, or the resurfacing, which makes me feel very good, so she'll be sending that to all of you.

And the last thing that I would like to leave open for discussion, the briefings that we have, I think are critical, but I found out that only about 60% of us or so are having these briefings. And I don't think it's fair to the public or the rest of the Board Members that these briefings that they offer ahead of us aren't mandatory. Now maybe this should go in the Third Amendment. I don't

know. Apparently we don't have the - - we're not required to attend these briefings. I think that's a mistake, personally.

CHAIR PENNANT-WALLACE: Absolutely. You know, you probably, we're having this moment here.

MR. COOLMAN: Be careful here.

[Laughter.]

CHAIR PENNANT-WALLACE: That is exactly one of the things I wanted to comment on, that it's really important that Board Members take the time to get acclimated with agenda items before coming in. And if you have questions, ask those questions. And I would say to those who have joined the Board more recently, if you have questions about some of the decisions that were made in the past, Gretchen and her team, they're available. And I'm sure Nathaniel as well.

You know, Alan was our Chair and he was a fierce Chair. Make no doubt about it. The questions that we all ask was, was grueling. And I still want to be respectful of the folks that have just joined the Board, but we also need to be respectful of the time of, you know, everybody who's participating on this Board and those who are listening in.

This is a lot that has happened in the last five years, and it requires some due diligence to just kind of get yourself caught up on what is happening, ask questions, you know, outside of the meeting. Still want everyone to know that they should continue to be an advocate on behalf of our citizens and how we do

projects and how, you know, the projects are being executed. But we also just need to be mindful.

MR. COOLMAN: Well, I guess my question is, can we make them? Do we want to make them?

CHAIR PENNANT-WALLACE: It should be mandatory.

MR. COOLMAN: Mandatory like attendance or is attendance mandatory or not?

CHAIR PENNANT-WALLACE: I mean, it should be required.

MR. COOLMAN: We're kind of an odd Board.

CHAIR PENNANT-WALLACE: I expected that everybody was doing it.

MR. COOLMAN: Yeah. Okay. Well - -

MR. KLITSBERG: So it just - - by way of, I guess, a broader discussion. Even our Board of County Commissioners is not obligated to come to a briefing. There's certainly nothing in the rules or requirements that elected officials have in terms of having a briefing. There may be circumstances where individuals are unable to make one because of personal circumstances or illness or whatnot. You know, if you wanted to include that in your in the bylaws of the Board, you certainly have the ability to do that. It would not be something that's appropriate for the Administrative Code or the Code of Ordinances. But again, I think that you've conveyed the message.

The Chair has conveyed the message. And I don't know if you want to have a discussion at the next meeting about whether to add it to the rules or your bylaws.

CHAIR PENNANT-WALLACE: Something to think about, certainly.

MR. COOLMAN: Well, I don't think it's a matter of thinking. I think it's a matter of adding it to vote on it one way or the other, is what you're saying. We can't do it today.

MR. KLITSBERG: It would not be something appropriate for today. And you'd also want to think about things like if somebody misses a brief. You need to - - there's a broader discussion that probably needs to be had. Not just making them mandatory, but what happens if somebody doesn't do something that's mandatory?

MR. HOOPER: Guys, we're volunteers, okay? But we've taken on a responsibility. And, you know, you can either be - - you can either do your homework or don't do your homework. I'm not going to be sitting here telling you to do your homework, but when you show up and you sound like you don't know what the hell you're talking about, then somebody might call you out on it. But I think everybody cares. They wouldn't be coming to this thing. So, you know, there are times when you can't meet with Gretchen. So having it as part of a bylaw, I don't think is appropriate. But, certainly, encouraging it and kind of the Chair demanding it is, I think is appropriate.

MR. COOLMAN: Well, Alan, I'm not - - My point is, one third of us aren't going to the briefings. And I'm saying, well, that - - I mean, it's one thing you're going to miss. That's fine. And, you know, but by the way, they give you eight options to find time, and I'm sure they could give you a tenth if you needed one. But I'm saying, we ought to be encouraging everybody to go to the briefing. Even if they go to the briefing and can't come to the meeting, they can go to the briefing and get their two cents in.

CHAIR PENNANT-WALLACE: Right.

MR. COOLMAN: So I just find it - - I didn't realize that a third of our group, on average, isn't getting a briefing. I'm going, what are they on the Board for?

CHAIR PENNANT-WALLACE: Right.

MR. COOLMAN: I'm sorry.

CHAIR PENNANT-WALLACE: Okay, you. You bring up a good point, and it probably just bares repeating at this moment. To encourage all of our members to attend.

MR. COOLMAN: Can we at least put it on the agenda for the next meeting to discuss further?

MR. SMITH: I mean, you wanted to - - Sorry, here.

(Speaking away from microphone.)

MR. COOLMAN: What is the procedure if we want to have some.

CHAIR PENNANT-WALLACE: Shay? You had a comment?

MR. BURNETT: Here.

CHAIR PENNANT-WALLACE: Shay, go ahead.

MR. BURNETT: Just because if you have your speaker on.

MR. SMITH: So, you wanted to encourage everyone and you just did it. So, what other conversation is there? Everybody attend the briefings.

CHAIR PENNANT-WALLACE: Everyone should.

MR. SMITH: Right. Or if you want to say it as Chair, just encourage everyone to do it now and then it's done.

CHAIR PENNANT-WALLACE: I just did. Everyone should attend the briefings just to make sure - - And hopefully we'll move from, what, a third to at least 75%. Let's see.

UNIDENTIFIED SPEAKER AWAY FROM MICROPHONE: It'll happen.

CHAIR PENNANT-WALLACE: All right. And with that, I - - If there's no. No, there are no other comments. I would like to make a motion - -

MR. DONMEZ: I have - -

CHAIR PENNANT-WALLACE: Oh, go ahead, Erdell.

MR. DONMEZ: Yeah. Thank you. I want to thank you and your staff and Gretchen's staff for going through 29 different cities and their representatives agreeing on this Third Amendment. I think it's going to make life so much easier for everybody, including our municipal partners. And this is long overdue. And I think this is going to make significant efficiency and differences and practicalities, and there's always, you know, in time, learning from our experience, and we can

do further improvement in the future. What this is, what you've done so far is truly, you know, admirable, and I'm going to take you on that.

The other thing I wanted to just mention. I know we briefly discussed this in the previous meetings about Board - - meetings. My reaction is really heartfelt. It's, I do believe, you know, we need to have greater involvement in the process. I respect the Board Members if they don't do that, but I hope in the future, you know, the Board will consider if the level of involvement of the Board is sufficient to make the type of decisions we're making for the - - for this Board Oversight Board, for the - - for the 2 million population and the hundreds of millions of dollars every year just for food for thought for the future. Thank you.

CHAIR PENNANT-WALLACE: Point taken. With that - Oh, Gretchen?

MS. CASSINI: I would just like to recognize the incredible staff that you have that supports you, that puts these together. Roy and I would also like to acknowledge that we have an amazing person who's been here for five years as your Finance Manager who's going to be retiring. And stand up for me there, Margaret. Just - -

[Applause.]

CHAIR PENNANT-WALLACE: Oh. Oh, my goodness. Five years already? Oh, my good. I remember when she just started.

[Laughter.]

Wow. All right. And we want to thank you, Gretchen and Nathaniel, for all you do to support us and to all of our Board Members for generously donating

your time every month, attending briefings and meetings, and sometimes some community events. And with that, I'd like to accept a motion to adjourn.

MR. HOOPER: Motion.

CHAIR PENNANT-WALLACE: First. Second. Yep. Good. All in favor?

ALL BOARD MEMBERS: Aye.

Whereupon, the meeting adjourned at 3:40p.m.