

## MINUTES

### INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

OCTOBER 24, 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

Erdal Donmez, Former City or County Manager

Ronald Frazier, Architecture

Alan Hooper, Engineering/Construction Management, General Contractor and Real Estate Re-developer, Hooper Construction, Inc., and a founding member of Urban Street Development - arrived at 9:51 a.m.

Shea Smith, Accounting, Director of Audit and Attest Services, Berkowitz Pollack Brant Advisors and Accountants - arrived at 9:58 a.m.

Raymond McElroy, Public Transportation Consumer

#### Also Present:

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

Gretchen Cassini, Board Coordinator

Roy Burnett, Program Project Coordinator

Laura Rogers, County Auditor's Office

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 scheduled to begin at 9:30 a.m. on Friday, October 24, 2025.

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

CHAIR PENNANT-WALLACE: Good morning, everyone, it is now officially 9:03 -- I think, 9:35, 9:35 and the meeting is officially called to order. I want to thank all of those in the audience for attending this morning and I just want to thank those that are participating virtually as well. To the Board Members I ask that you speak directly into your microphones for the Recorder and so we can make sure we get verbatim minutes. If you are not speaking directly into the microphone, I will have to ask you to repeat yourself and that will only delay our meeting, so mic's on, please.

I wanted to start by just inviting anyone from the general public, if you are interested in making comments, please. Do we have anyone signed up to speak? All right. You're welcome to join us at the podium.

MS. WIMBERLY: Great day and thank you for this opportunity. I am Aretha Wimberly. I am the founder and CEO of Safe Broward Incorporated, which is a non-profit organization working alongside neighbors and stakeholders to elevate concerns related to the quality of life for vulnerable and other marginalized persons in our community.

One of our current initiatives includes engaging community members and focused on the quality of service provided by Broward County Transit TOPS Paratransit contractors and the opportunity to utilize the disincentives agreed upon in the contracts to improve performance of services and generate cost savings related from applied

contract management processes that more accurately reflect the interactions between the drivers and dispatchers and the riders. In our talks with TOPS, customers/riders, who are older adults and also visually impaired, we believe that we discovered considerable opportunities to improve the contract management processes and improve safety.

[Audible bell ding]

Was that my ding?

CHAIR PENNANT-WALLACE: (Laughing) No, Sorry.

[Laughter]

MS. WIMBERLY: Okay, I thought it was my ding – I thought that I was out of time. Our hope today is to gain access to guidance and how to access reports or other relevant information, including compliance to contract performance standards. Because, as I said before, our interactions, our engagements with some of the users, particularly older, visually impaired riders, there are some definitely deficits in the customer experience, and we believe that if the contracts were actually managed in a way that those disincentives were applied, that that would influence better customer service, as well as generate cost savings by not paying for – in full when they don't deliver the service, according to the performance standards in the contract.

So, our hope today is to gain wisdom, guidance, insight, and direction from you all on how we can verify our findings to make sure that we are referring to the current contracts, as well as the processes that are already in place to respond to customer and rider experiences. Thank you.

CHAIR PENNANT-WALLACE: All right. Thank you.

MR. COOLMAN: I have a question.

CHAIR PENNANT-WALLACE: Yes.

MR. COOLMAN: Could you be a little more specific in what issues you're trying to -- I think it's on, right?

MS. CASSINI: You have to get a little closer.

MR. COOLMAN: Oh, closer. All right. Could you be a little more specific on what issues you're trying to get improved? Because I'm, I hear what your words are saying, but tell me what passengers, --what you really need in common language to me. Okay? I just don't understand what you're saying needs improvement.

MS. WIMBERLY: Thank you for asking. We have some visually impaired, again, older riders and some not as old. They're experiencing situations where they have safety concerns. There are instances when...

MR. COOLMAN: Okay, stop right there. When you say, "they have safety concerns," is they can't, because they can't see, they're not given enough time?

MS. WIMBERLY: I'm going to get there. As, for example, as they're getting onto some of the vehicles, the railings are not secure and being blind that causes them to question their stability, if they're stepping up right on the next step, the confidence in moving forward. There are instances where they've had to actually encountered a vehicle with a hole in the bottom of the floor as they're getting on. They've had instances where the seat belts are not working.

So, imagine being blind and you're being tossed around, and the seatbelt does not work. So, there are vehicle maintenance standards in the last contract that I saw that for each instance, I believe, would be a \$25 disincentive to be deducted from the contractor. So, because if these things are not happening, the disincentives are not being enforced, then the contractor has no influence or no reason to provide the quality of care to our riders that they should.

There are other instances, such as false reporting where we've had blind persons be picked up and not be taken directly to their preferred or requested destination and, essentially, taken on a ride to wherever the driver has in their personal schedule without telling them where they're going. We have, for instance, one gentleman was leaving someplace, it was 11:30 p.m. and his ride -- he realized he was riding much longer than he should have been riding to reach home. He asked the driver, you know, "you've been driving quite a while. Where are we going?" To which he got no response. He heard the dispatch reaching out to the driver. No response. Turns out the driver needed to pick up a relative from a hospital and just decided he would force the customer to ride along without saying anything.

The customer reaches home at approximately 1:30 a.m. Well, he doesn't reach home. He's reached what he's told is home. Gets out to realize he's been left in the wrong place in the middle of the night. It is 1:30 a.m. He's blind and is not home, and the driver drove off. He finally manages to get a dispatcher on-line. That dispatcher says, "the driver says he knows you," and he replies, "well, if he knows me, he knows he just

dropped me off at the wrong place at 1:30 in the morning. I should have been home a long time ago.”

Instances like that, I would consider to be a falsification of records for which there is a \$250 disincentive in the contract and would possibly motivate the contractor to be better -- to take, again, better care of our customers and our riders. Because these -- this Paratransit services is due to the Penny For Transportation Surtax. It is fully funded to my understanding, which means that every person who is in Broward County spending money is entitled to know that their monies are actually being applied in a system of care for transportation for our vulnerable and visually impaired neighbors.

So, again, my hope here is to get some insight on where I can verify the information we researched in our contracts. And there are many more -- but I know you all have other things on your agenda -- of instances where we engage with our community members and we took our -- their audio testimonials where we can directly tie those instances of dissatisfied service to a disincentive in the contract.

So, even if they complain, for instance, there is a five-day requirement for the contractor to satisfactory get back with the customer or the rider. We have instances where there's something happened at the beginning of the year, and they're saying they've never heard back. That, I believe if I'm not mistaken, that is a \$25 disincentives. Who's making sure this is happening for -- for our money that we're putting into this particular program for vulnerable persons in our community?

MR. COOLMAN: Is this the Paratransit?

MS. WIMBERLY: Yes, --

MR. COOLMAN: -- buses, basically is what you're talking about?

MS. WIMBERLY: The TOPS program, basically, --

MR. COOLMAN: -- have you raised this issue with anyone until today?

MS. WIMBERLY: I have. I've reached out to Mr. Strobis, and unfortunately, Mr. Strobis is not responding to my emails, or I'm not given the correct email. We have gone through multiple persons to try to get someone who would be willing to actually sit down and go over our research and our data to make sure that we don't want to give community the wrong expectations about what's in the contracts, the current contracts. We don't want to give them the wrong expectations about what those performance standards should be, and how to actually put in a complaint.

We've also gone to the LCB where we've listened to how that process works, and they've asked -- I was kind of surprised to hear that with their Grievance Committee that they said that they have never met. They have never actually followed through with one customer complaint.

And hearing these things that have been going on for years and actually going through the Board of Broward County Commissioners Commission meetings and even seeing where back in 2023, we had a mayor, I believe from Coconut Creek, so concerned about a letter he received from a constituent. It ended up on the agenda. And yet the LCB's Grievance Board says -- Committee says they've never responded to one grievance or complaint from the community, and I was just floored by that.

CHAIR PENNANT-WALLACE: Can you say your name again, please?

MS. WIMBERLY: Aretha.

CHAIR PENNANT-WALLACE: Aretha.

MS. WIMBERLY: Wimberly.

CHAIR PENNANT-WALLACE: I want to thank you for your courage and your advocacy and coming to us to let us know about this, but I'm surprised. And I don't know if you know anything, Gretchen, about this issue. Have you heard anything about this before?

MS. CASSINI: I have not heard anything about the issue under our current contracts. This has been a long-standing concern. There was a period of time when the Paratransit Program was undergoing significant review and restructuring and there were many agenda items that came in front of the Broward County Board of County Commissioners with respect to service and meeting the contractual requirements. I had not heard that under our existing contracts with our new providers that there were these types of issues.

When we received Ms. Wimberly's Public Comment Form, I did reach out to BCT, of course, and let them know. At your direction, I will share the comments, obviously, with Broward County Transit.

I know that there is someone with the County Auditor's Office that's in the room. And it's my understanding, and I don't know, Laura, if you're willing to say, but it's my understanding that the Paratransit Program is currently undergoing an audit by the – a Performance Audit by the County Auditor's Office. So, I believe that some of these issues may already be being evaluated. I don't know. Madam Chair, would you mind --

CHAIR PENNANT-WALLACE: Yes, we certainly need to hear more about this.

MS. ROGERS: Laura Rogers with the County Auditor's Office. I wasn't prepared to speak on the issue, so I am not – I don't want to confirm if it is already underway, but I do know it is on our Audit Plan for this year. Again, I can get back to you on that. And I can let the County Auditor and the team know that you have some concerns, and if you have a business card, I'm happy to take that from you.

MR. COOLMAN: I have another question for you, Gretchen, or for Counsel. I -- can I presume our preview, because these are dollars being spent on Surtax that aren't being spent efficiently, we have the ability to request, in this case, I would like to hear from the Transit people, come in here and tell me how many complaints they've had, what they've done, because to me, this is absolutely uncalled for.

Now, I don't know if we have the ability to do that, Mr. Counsel. But if so, this would be at least a request I would like the Board to consider, and let's get to the bottom of this. It's been going on for years, apparently. So, do we have the ability to request that?

MR. KLITZBERG: Again, you can certainly request that staff communicate with BCT, the appropriate folks there that are responsible for Paratransit to potentially come back to December to give you answers.

MR. COOLMAN: I would make that a motion, and I'd see if we could get a second.

MR. KLITZBERG: There's no need for a motion, since there's nothing on the agenda. But if that's the general consensus from the Board, --

CHAIR PENNANT-WALLACE: It is.

MR. KLITZBERG: -- to request somebody from BCT Paratransit to come and communicate regarding these issues at the next meeting, you certainly can do so.

CHAIR PENNANT-WALLACE: Yes, we absolutely want to stay on top of this. We want to be informed continuously, actually to make sure that this is not an on-going situation.

MS. WIMBLEY: I really want to thank you, and I just want to say, one of the reasons that we are so aggressively pursuing advocacy is because every time this incident recurs, it is truly a life-threatening situation.

We've had multiple. In one sitting, we had at least fifteen – fifteen visually impaired people telling us experiences that they've had, and our best hope was, “well, the complaint system has not produced the fruit that we wanted it to as regarding effective and sufficient change.” So, what's next? Let's look at the contract, because all of these things that you're concerned about are identified as disincentives. So why aren't the County staff persons ensuring that we're not only getting the services that we're paying for, but we're also saving money by not paying people for services that they're not delivering at the standard they agreed to deliver them?

And like I said, every time one of them step on one of these buses and encounter a driver who just, I know I'm sensationalizing it, but in my mind, he was kidnapped in the middle of the night, forced to go on a ride for a personal errand without any information, and only when he reaches the hospital and hears the driver speaking with the family member, does he realize what's actually in play. And he's just helpless in this transportation.

[Mr. Smith arrives at meeting.]

Now put yourself in that position. And you're an adult. You're not a child. And they treat you as if you don't have any right to express your concerns or demand that they continue your ride the way that you requested it.

I mean, we have so many, so many. It's a litany of concerns that, again, they correlate with the disincentives of the contract. And we're hopeful that by taking that step, that we can actually get to the root of what's causing these negative experiences, because I know that Broward County really is not the service provider. However, it's reflected on Broward County when they do not enforce those contracts the way that they should.

CHAIR PENNANT-WALLACE: Absolutely.

MS. WIMBLEY: So, help us make these experiences safer. And also, I'm a part of a larger community advocacy group. And this came up in our conversations with them. And I have to say that they serve a large population of disabled youth who are expressing the same things or very similar concerns.

CHAIR PENNANT-WALLACE: And what's the name of that organization?

MS. WIMBLEY: Well, they didn't give me permission to speak on their behalf. So, I don't do that.

CHAIR PENNANT-WALLACE: And your organization, what's the name?

MS. WIMBLEY: We're called Save Broward. I will share the two groups that we're advocating for, One is Blind Faith, and I believe the other group is Unity for the Blind. We've been joining them for their monthly meetings. And they've just simply exhausted all avenues. And some of them are on the LCB Board. They're very familiar

with the processes. They understand how the system works and who the points of contacts are. They've been trying to advocate for themselves, and they've exhausted those avenues and reached out for additional support.

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

MS. WIMBLEY: Thank you.

CHAIR PENNANT-WALLACE: I assure you; we will stay in touch.

MR. COOLMAN: Madam Chair, I have another comment. I don't particularly want to wait three months to resolve this issue. So, did we do our schedule last meeting? Are we doing it?

CHAIR PENNANT-WALLACE: No, we're doing it today.

MS. CASSINI: We're going to meet in December.

MR. COOLMAN: Huh?

MS. CASSINI: We're meeting in December. You'll have an update in December. December 12<sup>th</sup>.

MR. COOLMAN: I know we're having a meeting in December. My comment is, I don't think we should wait till December. So, when we go through our calendar, I want to call -- intend to call a special meeting and get this resolved prior to December. There's no reason for this to continue like this.

MR. KLITZBERG: So, sir, the Contract Administrator and the contract is being administrated by Broward County Transportation Department. And I would encourage in between now and whenever it is that the Board is meeting and is going to

bring up and discuss this issue, that the Speaker communicate further with them regarding whatever the concerns are and make any requests that are necessary.

MR. McELROY: Can we do this, Chair?

CHAIR PENNANT-WALLACE: Inaudible – spoke without microphone turned on.)

MR. McELROY: Oh, sorry.

MR. ALLEN: Yes, the Auditor Representative mentioned an audit. I don't want to get that confused with the audit that we've got underway, the Performance Audit for the overall program of MAP, and that there's a separate audit, if I understand, dealing just with this discussion here.

MS. ROGERS: Hi. Yes, I can confirm that's two separate audits. Yes.

CHAIR PENNANT-WALLACE: All right. Raymond.

MR. ALLEN: Based on that, I think we may be prelimin – or too early to do a special meeting now but allow the audit to go its track and then we've got the input of the Auditor's Office relative to your concerns.

MR. COOLMAN: My question would be, when will the audit be done that would address this issue? Or when will this meeting happen internally? I mean, is this going to take six months or is this going to take two months? My comment is simply; we need an update. I just – I just can't -- I can just see this thing falling down the road again. So, the question is, when will the audit be complete that would address this issue?

MS. ROGERS: My apologies. I do not actually have that information, but I can check back with the office and convey information back to Gretchen to get back to

everyone. If the audit is in progress, -- I don't know if they have been already looking at these issues or not. My apologies. I'm not doing that work so I'm not directly involved in-

MR. COOLMAN: Well, it sounds like it's going to be December before we have information on audit or the other -- the County has meetings with its provider to come back to us and give us a report. Is that what I'm hearing?

MR. McELROY: Can we do this? Can I offer a suggestion? Can we have you list, not to put work on your plate, but list your questions and concerns out, and then you send it to Gretchen and then Gretchen can send it to staff and ask them to address it via an email format and then have it emailed to us as soon as possible, hopefully before December --

MR. COOLMAN: Excuse me, Raymond, I wasn't finished. But number one, let's let the staff do their job. We've heard from our Attorney that there's processes they have to go through. All I'm trying to do is expedite it. It looks like we need your audit. We need staff to do their thing and to be realistic, it's going to be December before someone comes back here and either gives us a recommendation or the status of it, I'm guessing. And I'm happy with that as opposed to calling a Special Meeting. But at least it's urgent enough that we should have an answer by our December meeting.

CHAIR PENNANT-WALLACE: Gretchen, I'm sure you can work with our Department of Transportation, get some idea of what's going on. What have they uncovered based on what's been said today and share that with us even in an interim through email before our December meeting, just to give us an update on what's going on.

MS. CASSINI: No problem, Madam Chair. And also, these concerns will also be shared with the Audit – with the Audit Team that is leading the audit of the Paratransit contracts so that -- to make sure that these specific issues are being looked at by that team.

CHAIR PENNANT-WALLACE: Correct. All right, thank you very much.

MS. WIMBLEY: I want to thank you all so much for understanding the urgency in this situation. Because again, every time one of these incidents happen, it is a life-threatening situation for our customers, our neighbors, the most vulnerable persons in our community. And if it would help the audit, we do have those audio testimonials that we would be willing to share with them if it would help them to understand more specifically what these experiences are and how they relate to those contracts.

[Mr. Hooper arrives at meeting.]

CHAIR PENNANT-WALLACE: All right, very good. All right, thank you so much, Aretha. All right, thank you. Do we have any other public comments? No, all right Roy, can you go ahead and lead us with roll call?

### **Roll Call - Program Project Coordinator, Roy Burnett**

MR. BURNETT: Thank you, good morning, everybody. Debbie Madden?

MS. MADDEN: Here.

MR. BURNETT: Thank you. Anthea Pennant-Wallace?

CHAIR PENNANT-WALLACE: Here.

MR. BURNETT: Alan Hooper?

MR. HOOPER: Here.

MR. BURNETT: Thank you. Douglas Coolman?

MR. COOLMAN: Here.

MR. BURNETT: Thank you. Erdal Donmez?

MR. DONMEZ: Here.

MR. BURNETT: Phil Allen?

MR. ALLEN: Here.

MR. BURNETT: Raymond McElroy?

MR. McELROY: Here.

MR. BURNETT: Ronald Frazier?

MR. FRAZIER: Here.

MR. BURNETT: And Shea Smith?

MR. SMITH: Here.

MR. BURNETT: Thank you. Chair, we have a quorum.

CHAIR PENNANT-WALLACE: All right, thank you. We have a quorum for sure.

At any rate, today, I think we have a number of programmatic updates and progress reports, items that were previously requested by the Board. So, we'll start with an overview of the public engagement effort from Ms. Wilson, our Outreach -- Public Outreach Manager. Good morning.

## **PUBLIC OUTREACH UPDATES:**

### **Grand Opening/Ribbon Cutting Convention Center & Convention Center Connector**

MS. WILSON: Good morning. Good morning, Board Members. So to start with most recent news, this past Monday, -- excuse my hoarseness, --the County hosted what they posed as a double feature, grand opening ceremony/ribbon cutting, not only for the Convention Center and its new facility improvements, as well as the Omni Hotel, as well as the Port Bypass Road, which is now referred to, as you see on the title slide, the Convention Center Connector. To better illustrate and story-tell how this roadway is connecting folks from the US-1 entry and cutting down their time, nearly in half to the Southeast 17<sup>th</sup> Causeway, if I'm wording that right. So, we have a video here to illustrate the happenings.

[Video plays.]

[Applause.]

MS. WILSON: Yes, we really want to give a huge shoutout to Public Works and the Highway Construction and Engineering Division for their diligence and hard work in delivering the project on budget, and not only on time, but a little early. So, we are very excited to hear about that.

This video is just a ride-over of the Bypass Road, so if you're in that area, and if you live in that area, I encourage you to see the great work that's been done with the help of the Surtax and other funders. So, as you see, it is a bridge-like overpass that connects from the Port Everglades entryway security point and rounds about a few miles out to

Eisenhower Boulevard. Yes, you can drop off at the Convention Center on your right and go straight forward through to Southeast 17<sup>th</sup>.

So, we're really excited that this is done. I've been tracking and monitoring feedback on social media platforms from the public, and it's already receiving a lot of good sentiment for this new project. It has been long awaited by the residents in that area, and especially now that all the dust is cleared, they're even more pleased.

[Laughter.]

So, we are happy to show this work, and we are absolutely proud that we had the chance, as you all have seen in previous videos, to interview and speak with the CBEs on the ground of preparing and getting this project done the right way. So, we're really excited, and I will just cut that here because I think you all get the picture. But I, once again, encourage you all to ride along for yourselves.

[MR. McELROY exits meeting.]

CHAIR PENNANT-WALLACE: Just a quick comment. I was there this week for the Florida International Trade and Culture Expo. We had over 3,200 Broward residents, I think, on that very first day, and over 76 or 72 countries participating. And the space is really beautiful. So excellent job on that.

MS. WILSON: I'll send your regards. And I'm sure Visit Lauderdale will be very pleased with your comments.

## **PUBLIC OUTREACH UPDATES:**

### **Five-Year Public Outreach Plan Accomplishments**

MS. WILSON: So, as you may recall, we have our on-going Five-Year Public Outreach Plan for our activities to engage and inform the public. I'm here to provide an update for the last Fiscal Year, and happy to forward the original Plan presentation, as I understand, some of you weren't there for my original presentation, at a later time. It's available on our website, which I will also share with you soon, shortly.

All right, so I want to kick off with our Public Outreach accomplishments. So, in efforts of delivering educational content, we use a hybrid of both traditional and emerging platforms to ensure that the Program's messaging meets the public wherever they are. Whether it's in our traditional print, even websites are deemed as more traditional now. Today there's more emerging. New platforms are created each and every year, as well as our social media tools, augmented reality, virtual reality, immersive experiences, which you all have had the opportunity to demo out for us. Thank you for that -- and plenty more.

[Mr. McElroy returns to meeting.]

### **New Program Website**

MS. WILSON: So, first win in that regards is the launching of our new program website, MapBroward.org is now live. I will demo that for you all shortly, but I know that we have been teasing it for a little bit, and I'm glad to say that it is here now.

## **FY24 Annual Report Video**

MS. WILSON: You all received the completed and distributed FY24 Annual Report in print. I showcased the Annual Report video at the last – at the end of the last meeting in August. And it is our first Annual Report video, and we hope for it to be the first of many, as we want to continue to provide information in a way that engages the public on platforms they're already using, whether it be social media, whether it be in the metaverse space, and so on.

## **Social Media**

MS. WILSON: So other digital platform wins this year, we have, -- I'm skipping down to our social media. We have continued to raise our following year-over-year. A huge bump -- I deeply credit that to our Public Information Specialist who's working behind the scenes, Katia Bordy. She is really taking charge of getting our content to a stellar quality, where we're producing reels and videos, as video is way more received than static photos these days, capturing with our drone footage, different project sites throughout the County as they're being done.

We have over 350 municipal project signs out to date and counting with the plenty more projects that are coming down, with FY26 R&M Projects specifically. We are also proud to say that we've been all around Broward County presenting and participating in different events within the community, with the County Commission, with Advisory Boards and community organizations, and our program partners of other agencies, like BCT, Public Works, OESBD, FEEDSAY, -- We had the great opportunity of attending that this

week. So, shout out to Office of Economic and Small Business Division as well. And we continue to plan to do that in the years to come.

So as the overview of our Outreach Plan Goals, I break them out into three keys, as you see here. We aim to reach annually, building upon these year-over-year helps to move the needle in raising public awareness of transportation investments in the resident communities.

### **OUTREACH PLAN GOAL:**

#### **Innovative**

MS. WILSON: So first and foremost, with the Innovative aspect, I shared with you all the AR/VR experiences and equipment that we've purchased and we tout currently now to an event series that we have currently going. Our next event taking place October 28th, next Tuesday, at Government Center East. You're all welcome to attend and we will consider it as a pop-up event of sorts to highlight to staff and residents alike the Transportation investments and how to get ahold of the transit experience in real time. We also, as you all know, the Public Dashboard and our other digital platforms, which I'm teeing up. My colleagues, at a later date, will provide an update to you all on the improvements made on the Public Dashboard.

Youth Education and Engagement, so we specifically tried to focus in the original Outreach Plan on different target audiences to message them where they are. And we derived it to -- we broke it down to youth and to older active adults. And first being youth as they are, what is deemed as the "earliest of adapters" to new emerging platforms and

methods of communication. And given that this is a thirty-year plan and program, what that speaks to me is a generational impact. So, it has behooved us to ensure that we're speaking to each generation and showing them the different improvements being made in their backyards. So we stand by our foundational elements in that way of transparency, accountability, and resilience. We see that it's necessary, -- that much more necessary, to cater specific outreach materials like our coloring activity books. We've taken them out to cities for back-to-school events. We've also partnered with other agencies, like Resilience and Air Quality Control to get them out to schools and get them incorporated in STEM programming as well with Broward County Public Schools.

#### **OUTREACH PLAN GOAL:**

##### **Interagency and Municipal Cross-Functional Collaboration**

MS. WILSON: And third, Interagency and Municipal Cross-Functional Collaboration. This is always a goal of ours to continue breaking down the so-called silos within the County to ensure that we're a great support for Surtax funded projects as they cross over and impact other agencies internally.

#### **DEMO OF MapBroward.org**

MS. WILSON: So next, as promised, I'm going to demo our website. So, I'm going to jump out of this presentation really quickly to show you a few pages. So, this is the Homepage of mapbroward.org. As you see a reel of various projects under our various project types is the first thing you see and "About Us," our goals, and then quick

links here about “Frequently Asked Questions,” our “Public Project Dashboard,” and “Oversight Board Meetings.” And these were chosen as the top three because they are the top three most visited pages on our website. So, we want to make sure that they're always the most accessible pages on the front page of our website.

And we have our “Newsletter Sign-up”, so as residents come in and want to receive more information, they will get queued in by submitting their email forms to us. We receive it and add them to our subscriber list for our regular newsletters.

So, I'll just hover over quickly to not take up too much time. Our “About” section includes a lot of our History and our Background, our Legal Framework, our Historical Framework, like Ballot Language, how we aligned with the County Commission Strategic Plan, our Goals and Foundational elements, as well as Reporting.

So, everybody wants to know about the reporting, wants to know how we can track back our work. So, we break it down here by our Budgets, as they're updated, Audits, Annual Reports, and of course the Economic Impact Reports that come from OESBD.

Hovering over to “Project Information.” So again, our Dashboard being first and foremost, we break it out, call out pages for Public Works Projects, Transit Projects, our Municipal Surtax Program, which I'll hop over to, and our other projects. So, these are projects – like our Broward County Aviation Department related projects, Innovations, our Multimodal Mobility Master Plan, as well as Regional Projects like Pat Salerno Interchange, for example. So, as you can see, on our Municipal Surtax Program page, it has a button here to the latest update of the Five-Year Plan, and it has workshop materials, as those that have just recently taken place. And we live update Bid Solicitation

Opportunities here so that those who are interested can come find it on our website on a regular basis. And we always divert them back to the Procurement pages of the individual cities that they take interest in. Program Oversight -- oh, apologies.

CHAIR PENNANT-WALLACE: No, I love that you're doing that -- Procurement Opportunities being highlighted.

MS. WILSON: Yes, yes, thank you. Program Oversight, as you may recognize, these beautiful people before you,

[Laughter.]

-- we wanted to be transparent in who our Oversight Board is and drop down of bios as well. And our Oversight Board Meeting information here is accessible as it is -- as shown on the quick link on the Homepage.

So, as you'll see here, we have newly entered into Fiscal Year 2026 and it is archived here from the up-coming meetings, so people can see what's ahead, as well as what's been archived back from all of our meetings. FY26 all the way back to meeting number one. In these collapsible formats it is easier, more mobile friendly for the scrolling, as we have a lot of information and we'll continue to have a lot of information year-over-year until sunset of this program. And it's super accessible, it links out. And we update this all the time up to this very event, as you see the materials and live link for the meeting as it stands right now is in place. Same for our Appointing Authority Members and meeting, and we have a link here for our Audit as well.

And last but not least, as you see our social media handles are available here to direct people to see program updates and initiatives in other ways on social media and to

connect with us via Contact Form, whether it's just a general inquiry of more information on this program or public requests -- whether it's a records request, -- anything and everything, it is here as a catch net that we receive directly.

So, we're really proud to have accomplished that. I wanna give a special shoutout to Carol Munemura, to the County ETS team, and our CBE partners, all who were very beneficial and very helpful in getting this project over the line. So thank you and I appreciate you a lot for your assistance in getting this done.

[Applause.]

Oh, thank you, thank you, thank you. Thank you, so I'll move right along. So, as we spoke on the Augmented Reality and Virtual Reality educational components. These devices, not only do we have them here at the office and utilize the Surtax Plaza space to showcase the equipment, we have also uploaded the software in Broward County libraries. So now those who show up to the library can access the same software and equipment and use it to gain more knowledge about our program in a different way and have these ride experiences. And we plan to expand it to more libraries. It's right now in beta and at the Broward Main Library Downtown, as well as the Dan Pearl Branch. And we intend to expand it to more, hopefully all one day soon.

And as I already told you, we are in a current pop-up event series. We completed one event last month, September 30th here at the Surtax Plaza. Next Tuesday at GC East, and November 13th, we are doing a library pop-up event visit at the Northwest Regional Branch Library in Coral Springs, Florida.

So, we also have established a library of our completed projects. That's another Easter egg ahead of the Innovation's Team, when they come and present to you the completed project photo viewer at another meeting -- at a later meeting. We have been taking out our drone. We've been taking out our video and photo capturing devices to get a log of the projects to show and enhance our Public Project Dashboard as it stands with a gallery of photos and videos that showcase the timeline from planning, design, construction, to completion of each project. It is a hefty task, mind you, but we're already, -- well, once I put the 51% goal as a timestamp on Fiscal Year 2025. But we have kicked it into high gear this month to get it nearer and nearer to the 100% goal of completed projects so we can move forward and be ready and prepared for the FY26 projects to come. But we're always going out to make sure that we can capture the status, and it also helps us and informs us to see, in real time, what's going on on the ground of each and every one of our projects.

So, moving right along, to break down the Youth Education and Engagement goal, we recently produced a school zone safety video last month in collaboration with Broward County Public Works, and it highlighted the School Zone Improvement Projects happening near Broward Estates Elementary, 10 – 15 minutes down the street on Broward Boulevard. And the cool part about those projects is that Public Works partnered with the Waze app, if you all are familiar with that navigation app, -- to ensure that School Zone Improvement Projects show up on the app as users ride along. So, it's very cool to know that Surtax funded projects are showing up on Waze app now.

We've distributed, like I stated, over 1,000 activity books to date since creating them last year, once again, in-house. We worked collaboratively with libraries, parks to disseminate these materials, have these drop-off stations, if you will, at different well-visited parks and libraries. And we also hosted our very own Take Your Child to Work Day internal event last year, showcasing the AR/VR experiences.

And as always, we are always going out to city, County-sponsored events with our partners to engage each quarter with the public and inform them of projects coming to them or projects recently completed, including Public Informational Meetings.

So, moving right along. Last but not least, our Inter-Agency and Municipal Cross-Functional Collaborations. So, the outreach efforts that we have, as you see listed before, Port Bypass Road / the Convention Center Connector Project. We had that video series on-going that has been reviewed and well-received by County leadership and external stakeholders. We are continuing our project site visits to expand upon our photo gallery for our Dashboard, to feed into our presentations, as well as our social media.

We will always, always participate with our OASPD agency partners for events like the Broward and Beyond Business Conference, the Florida International Trade and Commerce Expo, as well as the smaller-scale events like the Contract Opportunities Workshops each Fiscal Year. And we will continue to increase our construction and memorialized signage. So, as we commonly nicknamed these as our “mini billboards” for the Program, we've assessed and recently realized that as more and more projects will come to be, as you have seen on our Dashboard before, up to nearly 800 projects from 2019 to 2048. We know that there's a potential for saturation – over saturation, if it's only

in the format of that photo to the bottom right of those types of road signs. So, we're assessing and evaluating new ways to memorialize the projects so that folks, as they pass by, ride by, walk by, drive by, they can still see and it still communicates to them in a new way with compliance to sustainable options for memorialized signage.

So, looking ahead, we are working on connecting more and more visuals to our Dashboard. We plan to engage with Broward County Public Schools for STEM engagements, for our AR/VR devices to be highlighted, as well as hosting school assemblies to continue to educate the youth. We are assessing our signage options for more sustainable options and working with our other County agencies in the near future for new and innovative program projects and events. So, what can you all do? How am I going to land this plane? So first, --

[Laughter.]

## **PUBLIC OUTREACH UPDATES:**

### **Oversight Board Members**

MS. WILSON: First, as you all know, you are the ambassadors for this program. As a call to action, I encourage you all, let us know. I am always ready and open for feedback, as well as Gretchen. Follow us on social media, share our content. When you receive our newsletters, forward them along to your circles of influence and join us. You're always invited to attend our community events, public information meetings, ribbon cuttings, and ceremonies, and different things like that.

So now I will open the floor to ask you all what would you like to see more of? Less for -- less of? And any additional ideas you may have?

## **PUBLIC OUTREACH UPDATES:**

### **Questions and Discussion**

CHAIR PENNANT-WALLACE: Well, I'm going to go ahead and dive in right away. First of all, love, love this presentation and love your enthusiasm. It's really great when somebody love the work that they're doing and it shows every single time you come before us. So, thank you for loving your job and for doing such an extraordinary, --

MS. WILSON: Thank you.

CHAIR PENNANT-WALLACE: -- such extraordinary work. I just had a few comments regarding the municipal partners. Are they co-branding? I mean, I know, are they co-branding?

MS. WILSON: Yes, yes they are.

CHAIR PENNANT-WALLACE: And then the other thing I wanted to find out was on the, there's a section for public comments --

MS. WILSON: Yes -- .

CHAIR PENNANT-WALLACE: Will you share those with us overtime? I mean, it doesn't have to be every month or every time we meet, but it would be good for us to kind of get a sense. Because I don't know if we could go on and see the public comments. Is that something that if we were --

MS. WILSON: No, they're not posted live on the website, but we receive them through our catch-net email, mapsocial.broward.org or map@broward.org and we can provide you with a log –

CHAIR PENNANT-WALLACE: Just so we can get a sense of what's being said, what questions, what concerns our residents have.

MS. WILSON: Certainly.

CHAIR PENNANT-WALLACE: And that was it. And I will open to other members. Alan.

MR. HOOPER: Just one thing, and great job by the way.

MS. WILSON: Thank you.

MR. HOOPER: On that billboard, the mini billboards and the oversaturation. Honestly, I don't think you can oversaturate, but one thing I would do, and if you go back and look at the sign, it says something like -- it has a lot of words on it that speak to the location, Commercial Boulevard Improvement Project. You know what? I would just put Broward – MAP Broward, and below I would always have a catchphrase that says "your Surtax -- another Surtax investment." You don't have to get into the minutia or spend the money on doing unique signs for every project. Just have one.

It's like my construction company. If I had 150 jobs going on all over the County and I just put Hooper Construction, I'd be -- people would be like, "hey, I saw another one of your signs. I saw another one of your signs." I think the message should be "Another Surtax Investment," or something that says that the County is investing and

that this is another one of those smart investments. That's what I would do. Just an opinion. Thank you.

CHAIR PENNANT-WALLACE: No --

MS. WILSON: Thank you.

CHAIR PENNANT-WALLACE: It's a good one. No. Anybody else? Go ahead.

MR. COOLMAN: Yeah, just a simple question. Regarding the Bypass Road, that's just a game changer in our traffic problems and everything else.

MS. WILSON: Indeed.

MR. COOLMAN: But as a reminder, how much was the cost? How much was Surtax? How much was other? I think we should, I'd like to have an answer to that, whether it comes from you or Ms. Wilson. In other words, how much was the cost of the project? How much was Surtax? How much was someone else? Or is it all Surtax?

MS. CASSINI: It's been all over our website and our socials, but I would be unable to give you the exact breakdown at the moment. It's Gas Tax, Surtax, FDOT.

MR. COOLMAN: Okay. Because I think we pride ourselves in matching funds and everything else. And that's the first big project that's going to make a difference to a lot of people. I assume it's going to help people getting out of the new hotel easier, besides the Convention Center, et cetera. And I think we should applaud that. And it's wonderful that got done. It's another project that goes in the County line, but it's being built in Fort Lauderdale. So even though Fort Lauderdale doesn't always rank high on how much money is being spent, it's being spent in Fort Lauderdale, which is really, it helps.

We've got a Commission that was complaining about they weren't getting enough of the Surtax money. Well, this is a big chunk of it right there that didn't come into the Fort Lauderdale number, but it came into Fort Lauderdale. So, I think those numbers are

–

MS. CASSINI: They're there in your binder. I just confirmed with Roy, they're in the back. So, it's in your Leverage Report at the back of your binder.

CHAIR PENNANT-WALLACE: Okay.

MR. COOLMAN: Thank you.

CHAIR PENNANT-WALLACE: All right. Anyone else? Ms. Wilson, excellent job.

MS. WILSON: Thank you all.

CHAIR PENNANT-WALLACE: As always. Thank you.

[Applause.]

## **SURTAX PROJECTS UPDATES AND OVERVIEWS**

CHAIR PENNANT-WALLACE: All right. Okay. So, I think next up, completed Surtax Projects by Commission District Overview and Program Updates. I think Gretchen, you're up.

MS. CASSINI: I'm up. I'm going to try to bring the same level of enthusiasm and love for my job that Tashana does.

[Laughter.]

I'm going to do it from here, if that's okay with you all. I do love my job and I am enthusiastic about these initiatives because from the very, very beginning, for those of

you that have been here since day one, I've heard consistently from the Oversight Board Membership that you want us to be able to tell a good story and that the story has to be accurate. We have to be accountable, and clearly, we are more under the microscope now than we were then.

## **PUBLIC DASHBOARD:**

### **Innovative Updates**

MS. CASSINI: So, we've heard you talk about ways that we can tell a story of what have we done. The Public Dashboard is an incredibly popular area of our website, but it's a plan. The Public Dashboard is a point in time. It's the amount of money that was awarded for a particular project phase, and it doesn't tell a dynamic story. And we understand that as the Program evolves and matures, we have to be able to tell a more dynamic story.

So, this is just a taste of what you're going to see in far more detail in December. We're starting at the Commission District level. I'd like to give a shout out to our Planning and Data Visualization Team. The innovation that they've had to use to try to tell a better story using iconography. So, I'm just going to go through and kind of give you a sense of, these are a series of completed projects that Tashana and her team have gone out and captured these images, or the City Contractors have given us these images. And then we are going to start putting them together, first at the Commission District level, and then we will start drilling down to the municipal level. And eventually, as you'll see with the photo viewer application, you'll actually be able to see -- for some of

our projects -- that we have the images for, a project move through from, you know, what was the existing condition before construction started, through construction, to completion. So that's our goal, is to tell a more comprehensive dynamic story about the impacts of the investments of the Surtax. The next step is, as I mentioned, revamping the Public Project Dashboard.

So, it's obviously had to evolve just like we are from what we told the voters we were going to do. We're using an Esri GIS, so a Geographic Information System software. So, it's very much location specific. It's very heavy on geospatial data. What that means is that it's difficult for us to tell a story that all of the audiences and all of the stakeholders want to see on a GIS Dashboard. It's not nimble enough to provide financial data and program performance data, but it does tell a compelling story of the level of investment in a specific geographic area, if you can geographically quantify that investment. And there are so many investments that you all are reviewing, and approving, and overseeing that are not geographically quantifiable. So, we continually look at ways to use innovative technology and new tools and new software, including artificial intelligence, to try to bring geographic data and financial data together so that we can address the audience needs, including audits, including the State of Florida reporting.

So, for the Public Dashboard, we've heard loud and clear, not just from you all, but through all of our public survey, that the iconography that was on our Public Dashboard was not really telling a very compelling story. So, we spent a lot of time working with internal stakeholders to look at ways to try to visually depict what it is that we are investing in. And this goes to a question that one of the Oversight Board

Members posed to me just this morning – “How are we actually moving these things into categories?” So, we have project types, but those project types are then rolled into project categories.

## **PUBLIC DASHBOARD:**

### **Categorizing Projects**

MS. CASSINI: How do we visually cue someone who is looking at our Dashboard that they're looking at a Transit Project? Well, it will be orange. How do they know that it's Multimodal? It'll be green. How do we know it's a Congestion Management Strategy? It'll be blue. So, these are the types of ways that we are trying to better connect visually what we're doing to the public.

## **PUBLIC DASHBOARD:**

### **Automated Surtax Summary Reports**

MS. CASSINI: We have a lot of different communication tools. Many of them are utilized by the County Commission. We get asked at least monthly, sometimes many, many times in a single month for Surtax summaries, Program Fact Sheets, Briefing Sheets that have both visual data, and text data, and financial data. And we're trying to find ways to have those things automated because it's very time intensive for our staff to try to go through and quality control and format all of that. So that another thing that we're working on is a kind of automated Surtax summary.

And again, we'll show you more of this in December. I'm kind of teasing it for you right now. As you can see over on the lower right, that's the Completed Projects Photo Viewer application that the team is working on right now. And that'll be a place that people can leave the Public Dashboard, move into that application and see pictures of completed projects.

We get a lot of questions about Program Performance and financial data. I just wanted, on the record, to put out there that we have been talking about this since 2019. Metrics, performance, tracking -- every single thing that the Oversight Board approves, knowing which projects are moving forward that were in the original Plan versus which projects are new to the Plan. All of that is being tracked in an internal Dashboard. The last time we spent a really, I would say detailed long amount of time talking about that, we were at Nova Southeastern University for a retreat. So, it's time for you all to see that again and have an opportunity to weigh in.

We have new Oversight Board Members that have joined us since then and I want to make sure that what we're building -- because it is intensive. It is a very difficult job to put financial, and programmatic, and actions that the Oversight Board takes, and budget versus actuals, and audited versus unaudited financials all in one place and make it tell a compelling story.

And I have to say that my team has done an amazing job of trying to pull that together. They've rebuilt the whole thing on a new tool. They're using an Oracle database and Power BI to build this for you all. It will be incredibly helpful if we get audited. But I, you know, I do want you to have an opportunity to weigh in, to look at it,

to spend time with it, and see if it's meeting the needs that you set out. Cause you kind of challenged us to create something that can do a lot of different things, including drilling down, and rolling up. Like big picture, high level, and then detail. So, we'll be looking at that again on December 12th.

### **THIRD AMENDMENT TO TRANSPORTATION SURTAX INTERLOCAL AGREEMENT**

MS. CASSINI: I wanted to highlight some of the amazing impacts that are occurring as a result of the Third Amendments to the Transportation Surtax Interlocal Agreement with our municipalities. We've had another municipality join. That fully executed agreement has been shared with all of our municipal partners. Thank you, Nathaniel and your team for pulling that together. And we now have thirty participating municipalities. Lazy Lake has joined and yeah – woo-hoo

[Applause.]

### **Grant Match Program**

MS. CASSINI: And we also have new components of the program that we've talked about with you just briefly. But I wanted to highlight the fact that the Grant Match Program for the municipalities that opened in August that we just briefly touched on during our August 22nd meeting was extremely popular, and much more so than we had anticipated. We did receive \$16.9 million worth of requests for the Grant Match Program. The County had actually made only \$13 million available, but we were able to award nine cities. Eight of those already have a Grant Agreement or an Appropriations

Agreement. One of those is pursuing one in this current upcoming Legislative Session. That's the city of Plantation. But, as you can see, this is very valuable to our overall goal of leveraging \$2.5 billion. That \$13 million is bringing in \$21.6 million of other people's money.

So again, this is both State and Local and the Cities do have skin in the game. I know that that's been a question that you all have had previously. They are bringing money to this program.

### **Formula-based and Microtransit**

MS. CASSINI: And the Formula-based and Microtransit. So, every city received notification of their allocations for FY26. In this particular Fiscal Year, they were able to access \$30 million, and that was distributed through a formula that the cities proposed that was based on centerline miles of roads in each municipal jurisdiction. They then received an application from us that Nathaniel and his team and County Administration, we all had input on. The goal was to streamline it. So, the cities had one application that they would submit to us that had any rehabilitation and maintenance projects, Microtransit requests. If they wanted to defer their allocation to a future year, they had the option under the Third Amendment to do that. Several of them have chosen to do that. And you can see there just kind of visually, there's clearly a need for Rehabilitation and Maintenance Funding, but there's also some desire for several of our cities to either expand or add on-demand transportation.

At this point, unless you all have any questions on anything that I just went through, I know I went quickly, but if you don't have any questions, I'd like very much to introduce you to your new Finance Manager. Madam Chair.

## **QUESTIONS AND DISCUSSION**

CHAIR PENNANT-WALLACE: I love that iconography that's being done to showcase the priorities for each of the items that's being worked on. I think it's awesome. It really helps to make it clear for everyone. So, I just want to comment on that. And you certainly bring the same level of enthusiasm. All right. Did you have a comment?

MR. McELROY: I have one comment.

CHAIR PENNANT-WALLACE: Raymond.

MR. McELROY: It's funny. I was actually emailing Gretchen, and Nathaniel, and Roy before this about understanding how we can track metrics better. And then I suggested some, and so I'm glad to see this user interface. It seems better and more easily used, better UX UI. I would like to ask you, Chair, if maybe we can talk about in the December meeting, since I'm new to this Board, if we can talk about the metrics we would like to see. There's some metrics that aren't there and that I would like to see. I don't know -- Roy, did you print any of those out? I can check my email. I had sent them. I'm sorry.

CHAIR PENNANT-WALLACE: Do you want to share?

MR. McELROY: Yeah. So, some of these that I would like to see, just like a, we don't have to pass them out. I can just go about. Okay. Yeah. This is something I've been, yeah, for like a year, I kind of wanted to see if more granular detail.

CHAIR PENNANT-WALLACE: Can you give us an idea of some of what you're thinking?

MR. McELROY: So, some of them are total inventory of sidewalks we have that we're missing. A deeper classification of the bike lanes we're building, using all the different categories from the Traffic Engineer's perspective, so we have more granular data there. I would like to look at, although this is outside our scope, but I believe it's a big macro goal is pedestrian and bicycle fatalities year-over-year. I think these are going to be important to understand when this program comes -- gets sunsetted or when State level people push on the program, we have hard data that we can go to the public with to defend the Program. So, these are kind of the things I would like to see and talk about.

CHAIR PENNANT-WALLACE: I think that was a request that we had before.

MR. McELROY: Yeah.

CHAIR PENNANT-WALLACE: We had a safety presentation --

MR. McELROY: -- back in December. Yeah. So, there's quite a bit of metrics, [Laughs.], but I just believe the more metrics we're following, I think we can have these meetings quicker. I think they can be more efficient and then we can figure out where we're lapsing and where we're succeeding and just focusing on the lapses instead of just kind of just doing general information. So, I would just like to bring that up if -- for the Chair's permission, if you want to talk about that in December.

CHAIR PENNANT-WALLACE: Certainly, we can have it on the agenda. I'm not sure all that is involved in making sure that we can address some of these, but I'm open to it. Did you have a comment, Gretchen?

MS. CASSINI: No, I just wanted to make sure, on the record, since people that are watching this or looking at this aren't seeing it, I just want to make sure that, you know, that we will make it available as additional material. We'll add it to the website so people know what's being proposed. Madam Chair, if I could just mention that many of the metrics that are being proposed are things that we're already measuring. That, you know, at any time you all can ask us, and we can provide you with many of these things. If we don't measure them or track them, Public Works does, or Broward County Transit does.

And with respect to some of the metrics, and I will weigh in more in more detail in December, if we're going to have a discussion item about this, I would just caution the Oversight Board to measure things over which we have direct control. As a person who spent a former part of her life building logic models and performance measures for grants and programs, I will tell you that what you don't want to do is to measure things over which you do not have direct control. And there are several things on this list that I would recommend against us owning because they are not things over which we have direct control. We are a funding source and we are building projects, yes, with that funding source, but there are a lot of things about the design of our Transportation network that even in thirty years, we're not going to be able to control or influence to the extent that I would necessarily encourage you or suggest that you own the measurement of perhaps fatalities. That would be one.

CHAIR PENNANT-WALLACE: Right. There's also limited resources, right? We know that for a fact. So, I know that the Penny Tax Budget will never be able to satisfy all of the needs, but it's certainly -- it's a good opportunity for us to see if there are some gaps that the funding cannot address and get a sense of what the budget implications would be. And if so, you know, maybe have it on our wish list of things to do. Did you comment? I think, go ahead.

MR. HOOPER: Yeah, I hear you, Gretchen. Yeah, there are things that you can't own, for sure. And I looked at the fatality thing. The first thing I looked at, then I thought, "OK, should we be measuring it or shouldn't we be measuring it?" I'm not -- I'm not sure what the right answer is, because one of the things, I think, was one of the charges in the Ordinance was safety.

So -- but I got to hand it to you. The fact that you put this much work into it and that you came up with a list like this, I think it's great. I think -- I think that to have a Board Member that -- that wants to get into the -- into the details of what we do is good. And yeah, we do audit all these things or a lot of them, if not all of them. And it's good open discussion in December. I think we should figure out which ones we own and which ones maybe we don't. But I really think it's -- it's great that a Board Member is putting this much time into it.

CHAIR PENNANT-WALLACE: So, Alan, the safety concern, this is something it's not part of our charge, but I know it was something that yes, it's something that we talked about. We had a presenter some time ago that came in and demonstrated some safety

concerns -- issues that and we it was requested by the Board that is something that we monitor. And even if we cannot own it, it's good for us to have an understanding of what's happening on that front. So, if there is any way that we could address it or at least encourage some funding support to reduce fatalities, I certainly would be for that. And then, Erdal, you had a comment.

MR. DONMEZ: Thank you. I just wanted to really comment on this new program. We started the 2026 Grant Match Program, making \$13 million dollars available for municipal partners and almost doubling that amount. And giving everybody an opportunity, but not having more than, you know, one project qualified for it, and making it competitive. And this is so awesome. And this is not guaranteed money. This is, you know, if you have creative projects, creative funding, and you need some extra money and we will definitely, you know, listen to you.

And I think this is open to everybody and making the partners becoming part of it throughout the year, not just one or two times, you know, with something, you know, our deadlines, you know, there. I think this is, you know, truly the outcome of, you know, what you negotiated with the municipalities at Third Amendment. And we're already seeing, you know, great results. And I just wanted to, you know, thank you all for it.

CHAIR PENNANT-WALLACE: All right, --

MR. KLITZBERG: If I can. Again, all credit to County Administration, MAP Administration, our partners with the cities. The goal throughout the entirety of the process was to, again, as I've mentioned before, simplify the manner by which cities can get money, provide an ability for more cities to get more money more often, and eliminate

the competition of city against city for every single dollar. Obviously, the Grant Match Program to some extent is on a first come first serve basis.

We have a number of cities who had these grants that were sort of in pipeline already. And the ability of the County to gap fill what they have the ability to come out of pocket from their General Revenue, you know, just allows more projects more often, and to some extent, as you indicated, more creative projects because they're able to get those funds for more innovative projects from State and other sources.

So, you know, all the lawyers do at the end of the day is draft the words that the clients want to include in there and give advice and suggestions. And we were very, very lucky to have a lot of very dedicated people on MAP Administration, County Administration, and from the cities to really find a way to expand the pie here. And I think that so far, it's been fantastic. I've been reviewing applications for both the R&M Projects, as well as the Grant Match Program projects. I don't think there's been a single one that has been even close to the line in terms of whether or not it could be eligible. And I think it's going to speed up our process and still maintain the transparency and accountability, which is so key to the program. So, I thank you all for your support and comments regarding the Third Amendment as it was developed as well. Many of those ideas were included in it. So, thank you.

CHAIR PENNANT-WALLACE: Thank you.

MR. COOLMAN: Yeah, real quickly. I just want to get back to page 35, and I want to thank the staff because I think we went over it too quickly. We put 13 million of our money in and got over 22 million of somebody else's money, and our match, that's

wonderful. That's just the Match Program for 2026. We've done a lot more and I think we need to -- people need to understand that their penny is doing a lot more than a penny. In this sense, we got 40 more cents for our 60 cents, our 60%. So, thank you, staff.

And I want to ditto Alan's comments about Raymond. I think that's why the Board's here. That's why we're diverse. And the more of that that we can get out here is the better. And I just want to thank the staff. This match thing needs to be sold more of. And I don't know how we do it. I think one of the things Alan made a comment about his signage. That's a good idea. Just another Surtax Project gets that ball rolling. But anyway, thank you, for everything.

MR. FRAZIER: Madam Chair.

CHAIR PENNANT-WALLACE: Go ahead, Mr. Frazier.

MR. FRAZIER: One question. Has any of the Federal funding been affected with the shutdown of the government or with the Trump Administration recalling certain grants? I know that Miami-Dade was affected for a very large project. They pulled back around \$60 million dollars for a Federal Transit Project. So, I don't know what's happening today.

CHAIR PENNANT-WALLACE: Gretchen?

MS. CASSINI: We have just recently had a conversation, and it's my understanding that we have not been affected in the transit environment. We've been affected in other areas, lines of business that the County manages, but to date, I'm not aware of it coming to the Transportation Program.

MR. KLITZBERG: And just to add on to that as well, there has actually been some broadened flexibility on certain grants that the FTA provided to Broward County. For example, at the -- in the fall of '24, there was a competitive \$25 million grant that was awarded from the Federal Government to Broward County for the purchase of electric buses. Given the challenges that exist in that industry right now, the Feds allowed for grant recipients to be more flexible in terms of propulsion method hybrid, natural gas, other ways of doing it. So, it wasn't a scenario where they're like taking it back, but in fact allowed it to be used for other propulsion methods. And I know that Broward County Transportation Department was very proactive in terms of communications with the FTA as soon as there was any, you know, inkling that that was going to happen. And my understanding most recently was that they had approved the change. So those funds -- once the Federal government is "governmenting" again, will be on their way to Broward County in the near future.

CHAIR PENNANT-WALLACE: All right. Go ahead.

MS. CASSINI: And I was remiss in not mentioning Ms. Lonergan, General Manager for Broward County Transit just reported to the County Commission last week that BCT had submitted the largest grant application in their history to FTA to support Primo. And I'm sure she'll be bringing you an update on that when she comes in December.

### **INTRODUCTION OF NEW STAFF MEMBER**

CHAIR PENNANT-WALLACE: Awesome. Gretchen, I think you were in the process of introducing Mr. Harvey. So, I want to make sure we don't miss that.

MS. CASSINI: Thank you, Madam Chair. Kelton, would you come forward? So, Kelton is joining our team. He's coming to us from Parks, and he will be acting as the Finance Manager and kind of leading many of the efforts on behalf of you all with respect to Financial Reporting, responding to the newly required State Reports. They're due on January 15th. We'll be talking more about that in December as well. So just would love to have you welcome Mr. Harvey.

MR. HARVEY: Yes, good morning, everyone. It's nice to meet you all. I'm excited to be here and start working together.

CHAIR PENNANT-WALLACE: Awesome.

MR. HARVEY: I've basically been with the County for almost twelve years. I spent the last eleven years with Parks and Recreation in their Business section. So, I'm excited to tackle a new task here and learn the program and work with everyone, but that's about it. Yeah, my entire career has basically been in local government. So, I'm excited to make an impact on the Transportation side rather than the Park side for once.

[Applause.]

CHAIR PENNANT-WALLACE: Welcome. I can't believe you've been at the County for twelve years. [Laugh.] Doesn't look it. Doesn't look it. Oh, all right. Okay, awesome. Next on the agenda -- Welcome, Mr. Harvey. Next on the agenda is the Oversight Board Calendar. You're going to lead us on that?

## FLORIDA LEGISLATIVE PROPERTY TAX BILLS

MS. CASSINI: Well, actually, right before that, if you wouldn't mind, Madam Chair, the Broward County Commission just, of course, passed their FY 26 budget and many of you may have been hearing the conversations about property tax and some of the property tax bills that have been filed in the Florida Legislature. And while this program is not affected necessarily by property tax and people think, "oh, you're your own Surtax," and "you're in your own trust fund," there are significant impacts on the County and there are General Fund Programs that the Surtax leverages. Again, going back to the conversation about leverage. So, I just want to make sure that since you all are ambassadors for this Program and there are folks that do tune in to watch the Oversight Board Meetings, we've been asked to share this with all of the Advisory Boards related to the Broward County Commission.

When you pay Property Taxes, a quarter of each dollar is coming back to Broward County and Broward County General Services. And the Broward County General Services that are highlighted here on the subsequent slide bulleted on the upper right are the areas of Broward County's lines of business that are supported by that quarter.

And so, you know, I just think it's important that everyone understands that Broward County is very large. Yes, it's a, you know, \$8 billion entity, but a great deal of that \$8 billion is utilized for very specific purposes. No different than the Transportation Sales Surtax can only be used for the eligible purposes under the statute. So, if we're looking at how we're going to be able to provide parks and libraries and human services

and address issues related to persons experiencing homeless and E911 and, you know, many law enforcement functions, that's coming out of the General Fund.

So, I just wanted to share that with you. I know there's a lot of discussion happening, so perhaps you can help educate folks in the community when these conversations come up.

MR. HOOPER: Can I say something on that? You know, this whole idea that property taxes is going to go away to me is just, it's a way to discuss efficiency. It's a way to politically discuss efficiency, right? And that's been the mantra in the last couple of years is, you know, "cutting back on budgets and saving money," and Lord knows the Federal government spends so much money, no matter who's in charge, that it starts to weigh heavily on the taxpayer. So, when the Governor's Office and the State want to talk about these kinds of things, it's easy to say it, and I think it shines a light on efficiency. And this response is actually kind of enlightening. And it kind of helps.

So even though it might be politically charged, it still does make people start looking at efficiencies or, hey, where are we spending our money? And now the public is getting to know those things because it's forcing the conversation. So, I don't think property tax, -- I don't think there's a replacement for Property Taxes. So, I don't ever think that that's going to go away. But I also don't think it's terrible that we now are seeing this.

I don't think a lot -- I knew that the School Board eats up probably the majority of the property tax and that the hospitals collect a bunch and that the municipalities collect their share from the property tax, that it's not just the County. I knew that, but probably

not many people in the County do know that. They probably think they're paying property tax and it's all going to the County.

So, I think it's pretty healthy conversation. And the Mayor has been responding to the efficiencies of Broward County. And so, I think it's brought up, it's kind of bubbled up a lot of conversation. I think it's probably a good thing because people do get wary of where their taxes are being spent. But like I said, can you imagine where they would get, how they would pay for bills if you got rid of Property Taxes? It was just not going to happen.

CHAIR PENNANT-WALLACE: Phil and then Doug.

MR. ALLEN: The question I would have for our Counsel is, if this goes eventually to something on the ballot relative to the elimination or options for Property Taxes, are there any restrictions on us as Board Members, as it relates to educational matters of how the money is being spent or being phased for outcomes of the overall program? So, I mean, utilizing resources of this Board and in terms of educating the public? I just want to know if there's any kind of limitations.

MR. KLITZBERG: Yes. Mr. Allen, there are a number of limitations by statute that have recently been imposed on local governments associated with both advocacy and education on ballot questions. The State has no such restrictions regarding those issues and can elect to spend money with regards to ballot amendments.

Prior to any bill having been passed or a question having been finalized for the ballot, you as individual Board Members, the County Commission, local governments have the ability to talk about the ramifications and to some extent, expend some resources

talking about the potential ramifications of the various proposals that are out there. But when there is, in fact, a ballot question that has been finalized and is going on the ballot, local governments are prohibited from expending any public resources on advocacy or educational materials. They are permitted to have a -- they are permitted to respond to inquiries from the public and to some extent, have a website that has an FAQ kind of component to it.

Individuals who are elected officials or serving on Boards always have a First Amendment right to speak about those particular items, but there is a statutory prohibition on local governments using public resources regarding these things.

So, there is no ballot question that has been finalized. We don't know what or how many of them are going on the ballot. The Governor's recently stated that the Property Tax elimination is going on the ballot. That is one of the seven proposals that the Legislative Committee did discuss, and the Speaker published last week, along with a number of others that range from expansions of Homestead on the bottom end to straight up elimination of Ad Valorem Taxes on the top end with certain carve outs.

MR. ALLEN: Does the Federal Hatch Act apply to our activity?

MR. KLITZBERG: We have the little Hatch Act in Florida, which tracks very similarly the Federal Hatch Act, and I'm more than happy to discuss that with the Board Members individually offline. But again, you do retain a First Amendment right to speak with regards to issues as long as they are -- including political issues, as long as it is not utilizing public resources.

MR. COOLMAN: Ms. Chair?

CHAIR PENNANT-WALLACE: Go ahead, Doug.

MR. COOLMAN: Oh, just to follow up on Alan, that, this is an excellent chart. I don't know whether it should go in our -- Ms. Wilson's sales pitch or it should go on the side of our buses.

[Laughter.]

UNIDENTIFIED SPEAKER FROM AUDIENCE: (Inaudible; spoke without using a microphone.)

MR. COOLMAN: Yeah, I want to put this. But my real question is, we obviously have the Surtax dollars besides this money, correct?

MS. CASSINI: Yes.

MR. COOLMAN: And is it 1% or is it 3% or is it? I'm just curious. In other words

–

MS. CASSINI: So, Property Taxes are based on the Millage Rate, and they're completely separate and distinct –

MR. COOLMAN: No, no, I understand. But my point was, here's all the money that you're paying in your taxes, but only this much of it is really going to Broward County to pay for these other things. You know, the Surtax is over and above this, correct? Is it 1% of the County's budget, or is it? I was just trying to get a handle on it.

MS. CASSINI: The Surtax itself?

MR. COOLMAN: The money that's coming in for Surtax is "X." The County's budget is "Y." What is – if the –

MS. CASSINI: You'd have to look in the County's budget –

MR. COOLMAN: -- if 4% is going to hospitals, are we getting an extra 1, or 2, or 3, or 4% from Surtax?

MS. CASSINI: I see what you're asking, but we would have to run that analysis because the way that our budget is actually built -- we have two separate budgets. So, there's an Operating Budget and a Capital Budget. All of the Transportation Surtax, all of it is in the Capital Adopted Budget. The Property Taxes and the lines of business that are supported by Property Taxes are in the Operating Budget, so they're not even mixed together. It's a difficult analysis, but we can do it for you.

MR. COOLMAN: And we'll save time. I'll meet with you later on that. Okay, thank you.

MR. McELROY: Gretchen, I have one question. Is this going to be talked about or are we just put in here auxiliary information?

MS. CASSINI: I put it in there just for your information. I was not planning to have a discussion about it unless you wanted to.

MR. McELROY: We don't need to discuss. I just had one thing I wanted to note about it. The importance of getting these metrics in that Dashboard is so, I mean, you're doing it at the right time because if the Sun Sentinel was willing to publish a piece criticizing the effectiveness and the efficacy of the Surtax, I think it's a good time to be showing metric facts. I mean, he literally quotes, "seven years later, where is that light rail? Do you feel the roads are better and less congested?" So, there's obviously a public sentiment enough that the Sun Sentinel decides to run this piece. I think it's good that we do what we do.

MS. CASSINI: I'd just like to remind you that the Sun Sentinel ran a lot of pieces and op-eds opposing the Surtax before we got it passed. So, I'm not particularly surprised.

MR. McELROY: I'm not -- yeah, I'm not. The Sun Sentinel opinion department is not -- but --

## **2026 PLANNING CALENDAR**

CHAIR PENNANT-WALLACE: So, Gretchen, did you want to get into the calendar?

MS. CASSINI: I would love to. Let's do that. So, it's that time of year again, everyone. I hope you brought your calendars. For those of you that went, that chose to have briefings, we did let you know that this was going to be something that we were going to do today so that we can get a sense of the cadence for our meetings in 2026, and we are following the same methodology that we did last year. It seemed to work well. We'll pick a meeting date, but we'll have a back-up meeting date. Roy will put both dates on your calendar to hold them and then release them once we have clarity that we are going to have a quorum for those meetings.

So, since we are meeting in December, Madam Chair and Oversight Board Members, we are proposing that our first meeting in 2026 be in February, but early February. We will be in the middle of the Legislative Session, so there will likely be quite a bit to talk about. The Legislative Session at State level begins in January and it will end

in March. So, we're proposing to meet on Friday, February 6th as our main meeting date with the back-up date of the 13th.

CHAIR PENNANT-WALLACE: No problems there for me.

MS. CASSINI: Does anyone on the Oversight Board foresee an issue with meeting on February 6th? Madam Chair, may I move on?

CHAIR PENNANT-WALLACE: Yes.

MS. CASSINI: Okay. The 13th as a back-up date is not looking good for one Member. Anyone else having issues with the 13th?

CHAIR PENNANT-WALLACE: I'm good. I'm good. I think nobody else.

MS. CASSINI: And as long as we -- I'll just remind everyone, as long as we have a physical quorum based on your current Administrative Code By-laws, we can allow for virtual participation. So that would make it easier for you, Mr. Hooper.

MR. HOOPER: Yeah, probably.

MS. CASSINI: So, we'll move on to April. We are proposing the main meeting date of April 24th.

CHAIR PENNANT-WALLACE: Good for me. Friday's –

MS. CASSINI: Does anyone have any concerns with April 24th? Travel? Other obligations? Okay. Our alternative date –

CHAIR PENNANT-WALLACE: Alan, Alan, are you?

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

CHAIR PENNANT-WALLACE: [Laughing.] I hear him moaning over here.

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

MS. CASSINI: Okay. Well, if we -- does everyone find the process of us sending Outlook invitations to try to block your calendar and remind you that there is an Oversight Board meeting helpful? Okay, good. Okay. So, we'll do that. And we'll do that for April 24th. And we'll have a back-up tentative date of May 1st. Okay?

And then as is typical, unless we need to, we will not meet again until August. That will allow us to, from the County and City standpoint, do our budgets, get our recommended budgets together for you. Again, just a reminder, the County releases their recommended Capital Budget on July 15<sup>th</sup>, and then we put together your Oversight Board materials for August after that time. That's why you see the date a little bit later in August.

So, we're proposing a single meeting. This is the one part that might be controversial. So, we're proposing a single meeting that would have both the Workshop and the regular Action Items in a single day. It's a long day. For a couple of years, we broke it up because folks were saying, you know, six, seven-hour days too much. But it seemed to work well. And we got some good feedback from the majority of the Members that they would prefer to do one meeting in August rather than two. So that's what we're proposing. Does anyone have a concern with going to a single meeting Workshop in the morning, Action Items in the afternoon?

CHAIR PENNANT-WALLACE: No.

MS. CASSINI: Five-Year Plan as well in the afternoon. Okay, so we'll --

UNIDENTIFIED SPEAKER: (Inaudible; Spoke without microphone.)

MS. CASSINI: Right now, we don't have a back-up. We could come up with a back-up, but the back-up would probably be -- in order for us to meet the County Commission deadlines, the back-up would probably not be a Friday. It would probably be the 17<sup>th</sup>, or 18<sup>th</sup>, or 19<sup>th</sup>. 17<sup>th</sup> would be the back-up Roy is telling me. Are we good with that? Okay, so you got the 17<sup>th</sup>?

And then our next meeting that we're proposing would be November 6th. Back-up would be Friday the 13<sup>th</sup>, yes? Hearing no issues –

CHAIR PENNANT-WALLACE: No issues.

MS. CASSINI: -- all right, so we're through. Now, we do have some proposed holds. The reason that we are proposing some additional holds is again because of Legislative Session ending in March we're proposing a hold at the end of March in the event that there are Legislative issues that need to be discussed or addressed immediately with the Board.

Also, at the end of September after the County Commission acts on their budget, back to the issue of Property Taxes potentially being on the ballot in November, this would be an opportunity for us to discuss it there.

And I'm not going to get into it a lot because I don't have enough data, but the impacts of last year's Legislation on Surtax revenues may be something that we need to talk about as we have more data. Because last year's Legislation went into effect on July 1<sup>st</sup> and that eliminates sales tax on certain commercial real estate transactions. So that is expected to have a pretty significant impact on sales tax revenues. So, as we see

trends in our own revenue projections, we may very well want to come back and have a conversation with you about that as well.

And then if we decide that we'd like to have a retreat, as we often have in the past in December, I will just have the December 11th as an option.

[Mr. Frazier exits the meeting.]

CHAIR PENNANT-WALLACE: Of this year or next year?

MS. CASSINI: Next year. This is all 2026.

CHAIR PENNANT-WALLACE: Okay, good.

MS. CASSINI: We have a meeting right now. It looks like our meeting is early November, so, November 6th. So, if there was the need for a retreat or a desired retreat, or even a workshop, I know I've heard from several of the Members that don't need to have a quorum. Maybe we just want to have a discussion about some specific issues. Maybe we want to get more in depth on some metrics. We could do that in December. Okay?

CHAIR PENNANT-WALLACE: All right. Okay, so we're at this point where we could take a break. And so just by show of hands, let me know if you want to take a quick break, or we could just power through. We just have about, I don't know, four agenda items that we could just go through and be done, have lunch, and call it a day.

MR. HOOPER: [Inaudible; spoke without turning on microphone.]

CHAIR PENNANT-WALLACE: So, good. All right. All right, let's move it then.

## **ACTION ITEM #1**

### **Approval of Minutes**

We need a motion to approve the minutes. Can I get a motion?

MR. HOOPER: So, moved. I make a motion.

CHAIR PENNANT-WALLACE: Second?

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

CHAIR PENNANT-WALLACE: Let the record reflect -- No, we have a second Doug. Doug. All right. Thank you. All right. So, our next motion --

MR. KLITZBERG: I apologize, Madam Chair. If everyone could please make their votes audible for the record, just so that we have that. Yes, mics on.

CHAIR PENNANT-WALLACE: All right. We'll do this again. May I have a motion to approve the minutes?

MR. HOOPER: So, moved.

MR. COOLMAN: Second.

MS. CASSINI: So, it's moved by Mr. Hooper, and it's seconded by Mr. Coolman for the Recorder.

[Mr. Frazier enters the meeting.]

CHAIR PENNANT-WALLACE: All in favor?

OVERSIGHT BOARD MEMBERS: Aye.

CHAIR PENNANT-WALLACE: [Speaking without turning on microphone.] Let the record -- [Microphone is turned on] keep putting it on.

UNIDENTIFIED SPEAKER: [Speaking without turning on microphone.]

CHAIR PENNANT-WALLACE: It seemed to have been doing something. Oh, okay. Well, for those who are here. All right, sorry.

## **ACTION ITEM #2**

### **City of Pembroke Pines Request**

CHAIR PENNANT-WALLACE: So, our next motion item is to approve the City of Pembroke-Pines request to convert Design Phase Funding in the amount of \$664,000 plus to Construction Phase Funding awarded in a maximum not to exceed the amount of \$3 million plus for Fiscal Programming Year 2026 for a municipal capital project. Do we have need for any discussion on this project? This is something I believe that came before us before. So go ahead, Alan.

MR. HOOPER: I just like to make a motion to approve this. I think that shifting from design to construction phase is okay with, in my opinion. So, I'd like to make a motion to approve it.

MR. COOLMAN: I'll second that motion.

CHAIR PENNANT-WALLACE: All right. All in favor?

OVERSIGHT BOARD MEMBERS: Aye.

CHAIR PENNANT-WALLACE: All mics are on, noted. Okay.

## **ACTION ITEM #3**

### **Note For The Record**

CHAIR PENNANT-WALLACE: Now, our next item is to Broward County Transportation Department's decision to deliver the City of Sunrise's Municipal Capital Project and potentially reallocating \$1.1 million plus in Design Phase Funding to \$8 million in Construction Phase Funding to the Oakland Park Boulevard Bus Rapid Transit Project subject to additional negotiations and legal review. Do we have any discussion on this? Any comments?

MR. KLITZBERG: And this is just a notation for the record. There's no motion that's required for either of the two remaining items.

MR. HOOPER: Oh, that was my question because it says that it's subject to additional negotiations.

MR. KLITZBERG: Yes, the City has not entered into a final contract with regards to these projects. The County's decision to deliver them, there will be additional discussions with the City and appropriate agreements executed in connection with combining what they were going to be doing with the BRT Project along Oakland Park Boulevard. I'll be certainly happy to give an update at the next meeting as to where that stands. I have not spoken with BCT regarding this Project, and I don't think that they're at the stage where they're ready to begin those negotiations. But I'll be happy to give an update at the next meeting.

MR. COOLMAN: I'm not sure what we're supposed to do if we don't make a motion, but I'm glad to see the Cycle One Funding taken care of. Okay? Thank you.

## **ACTION ITEM #4**

### **Note For The Record**

CHAIR PENNANT-WALLACE: Okay, so we're not making any real decision on this. And I think this is the same for the other item, motion of note for the record. Adding Surtax Funding from existing County Public Works project cost savings in the amount of 314,000 plus to act as leverage to a shared use path project along Riverland Wood Park and over the New River Canal. So, this is for a shared use path project. I don't know, Nathaniel, Gretchen, any comments on that?

MR. KLITZBERG: Again, there's no motion required on this. If Gretchen has further information that you would like, I'm sure she'll be able to give that to you.

CHAIR PENNANT-WALLACE: So, it's really just -- there's some thought about transferring some of the Surtax Funding from a project?

MS. CASSINI: Yes, Madam Chair and Oversight Board Members. This is an opportunity for us to use a small amount of Surtax Funding to leverage existing constitutional gas tax that's in a project that's actually being delivered by FDOT as part of a larger project along State Road Southbound 7/US-441, South of 595. So, the County asked FDOT if they could add scope to a project that was in their Five-Year Plan. They agreed to do so. The bids came in a little high, but there is cost savings in another project that you already approved that Surtax funded. So, this will add some leverage again to your leverage report and allow us to get the shared use path constructed.

CHAIR PENNANT-WALLACE: We absolutely love it when we are leveraging cost- savings in some way for greater efficiency. So that is a good thing.

## NON-AGENDA ITEMS

CHAIR PENNANT-WALLACE: And believe it or not, we are at that non-agenda section of our work today. Chair, Members, Nathaniel, Gretchen, anyone with any comments?

MR. KLITZBERG: I would like to take a moment of personal privilege to say that if you have not driven the new Convention Center Connector, find a way to get down there. Having -- when I left the event on Monday, I used it, even took a video of it. It was fantastic. But for its existence, I probably still would not be here today.

[Laughter.]

But it really is fantastic. And again, I would just give shoutouts to Public Works and everybody that was involved in that project for having it come in faster than expected and under budget.

CHAIR PENNANT-WALLACE: All right.

MR. McELROY: I would just like to say some transit news. South Dade Bus Rapid Transit opened up in South Dade and Miami Dade. You guys can Google the project. They already had the right of way, so it wasn't as big of a task. But it has air-conditioned stations, and the stations are really nice.

It opened up on Monday. They had a press event. And they're using the new Flyer electric buses, 60-foot lengths, articulated, so, it's gonna be interesting to see how these electric buses perform. And Miami Dade decided to go that route.

A little bit of other transit news, SunRunner, which is another BRT project, which is in St. Pete, is actually getting the bus rapid -- they're getting their lanes removed from

FDOT at the Governor's discretion because the Transit Project wasn't meeting the minimum requirements of throughput. So, I think this is something we need to be aware of, that the State is actively trying to remove BRT Projects because we're actually trying to expand BRT Projects. Uhm –

CHAIR PENNANT-WALLACE: Do we know the reason?

MR. McELROY: Yeah, so the ridership wasn't necessarily high enough. There's reasons why the ridership wasn't high enough, particularly probably land use reasons, is that St. Pete -- the County of St. Pete wasn't correctly building the land use to encourage more ridership. I don't know exactly why, but ultimately the State deemed it that they didn't get a lane anymore.

CHAIR PENNANT-WALLACE: Are there guidelines that the state is using to determine?

MR. McELROY: So, this is another thing I was going to say. Yesterday I was at the Five-Year Work Program for FDOT District 4, and I'm not going to repeat names or say anyone was officially on the record, but as I was talking to FDOT staff last night about some of the BRT lanes, it's going to be interesting. Our BRTs, like in Oakland Park and stuff, meet the criteria to not have their own lane, but to be qualified and looked at by Central Office in Tallahassee. But it seems like Tallahassee hasn't given exact direction yet regarding what will and what not. So, it puts a lot in the flimsy.

And I would like you, Chair, and I'd like the Board to see if you guys -- I would personally prefer to start seeing quarterly reports. It doesn't have to be from Mrs. Lonergan herself, but I would like a representative from BCT to be here to tell us the

status of all the Primo Projects at every single meeting going forward. It's a huge amount of money going to these Projects. And we're working in a State with a very political sensitive environment to these kinds of projects.

And the reason I say this is, this kind of brings me to my second point, is that recently there had some changes with Broward Bus Service. So, I'm part of a riders network and we communicate on groups. And so, the Breeze buses were cut back. So, we had service cuts on the Breezes, which are the express routes on 441 and US 1.

And then recently we shift the scheduling of Route 72, which is our Oakland Park – future Oakland Park BRT, which carries 60 – 6,000, not 60. 6,000; it's a huge number of riders a day. And we moved that from a twenty-minute frequency to a twenty-eight minute frequency. This would just happen, like I think the changes hap -- go in this Sunday.

So, I don't understand why BCT is doing that. They probably having some type of bus or labor constraints, but I would like them to be here to talk to us so we understand, as a Board, why in my mind that route should be getting more frequency so we can keep juicing that number. So, when we do our application, it looks good to the State and they're like, "hey, you know what? You guys are keep growing this route."

So, I'm not understanding some of their operational decisions, and again, this is Surtax money. So, I would like them to come quarterly, if you guys would like that.

CHAIR PENNANT-WALLACE: All right, can we make that happen?

MS. CASSINI: We can make the request. So, I just wanna make sure that I mentioned that we did meet with Ms. Lonergan and you did bring those issues up to her. So, she is aware of your concerns, right? Like you and I met --

MR. McELROY: Yeah, so I did want -- yes, just so you guys know, because of some things I was talking about with the bus service route and stuff, Ms. Lonergan asked me to meet with Gretchen and Roy, and it was a very productive meeting where we -- she actually kind of hashed out. We kind of opened up and explored some things that I was having -- I wasn't really understanding what was happening at BCT's level.

But big project and operational, I really would like to see them coming to us quarterly. I would like to see how many revenue hours they're doing quarterly. And I'd also like to see year-over-year improvements on every single one of their routes. I think we're the ones as an Oversight, because so much money's flowing to them, we should be looking into that.

CHAIR PENNANT-WALLACE: Well, she does come in and provide frequent reports. I'm not sure what the cadence is exactly, but I know we see her with some frequency.

MS. CASSINI: So, Madam Chair, as part of my report to you all, I was just going to mention what the agenda is currently set out for December and make sure that there wasn't anything that I was missing based on the discussion. One of the items for December is an update on the Comprehensive Operational Analysis from BCT. Another is an update on the Primo Plan from BCT.

When they have updates to provide, similar to the situation with Mr. Gale, you know, they will come and provide them if there is something to provide. And with respect to the Comprehensive Operational Analysis, I know that we also had a conversation about that when we met with General Manager Lonergan and some of the ridership information that's being requested is very much reliant on the Comprehensive Operational Analysis being completed and implemented.

If it is the will of the Board and the consensus of the Board that BCT provide more frequent updates, then I would just be looking for some direction on that before I share that with Ms. Lonergan.

CHAIR PENNANT-WALLACE: Well, I'm trying to remember how frequently she comes. I know just like when Sandy was here, he was coming with some frequency. I believe she comes at the same level -- maybe every other meeting or probably even more than that. But --

MS. CASSINI: It depends on how many meetings we have in a year. But they have tended, -- BCT has tended to be here for at least, I'd say 75% of the meetings and making presentations.

CHAIR PENNANT-WALLACE: Right, yeah.

MR. McELROY: From my perspective, it's not, -- just so you understand Chair, it's not that I would like an in-depth presentation from BCT. I would like them, kind of how they do it for the equivalent of our group in Miami, the CITT, the Citizens Independent Transportation Trust, maybe like just a grid format of all the different things they're working on, Comprehensive Operational Analysis, BRT, LRT, bus facilities like opens, and just a

quick update. This is what's holding us up. This is what's not holding us up. We're pushing forward here. We see troubleshooting there. Just so we start bringing these really large expenditures out into the public.

We're getting a lot of info; a lot of metrics tracked on them. It's just gonna help us make a better case when this comes and goes. This is just a lesson from Miami-Dade County and how they ran their program. And nobody could understand why nothing came out of it. And it was a huge thing. And the Miami-Dade County voters do not like, I don't know the polling, but they do not like their Surtax because it didn't deliver results. So, I want to make sure that we can keep it on track to deliver results or at least deliver transparency. So that's it.

CHAIR PENNANT-WALLACE: Sure. So, I know our program is definitely delivering results. We heard quite a bit of that today. So, I wanna celebrate that.

I also don't want to create bottleneck work environment for the Team at BCT having to do a lot of redundant work, because they are coming here and making reports. I think what might be critical is for us to be more specific in terms of what we are looking for in these reports. I don't know, sometimes trying to measure impact in a very short timelines don't always give you the kind of substantive information that you need. And so, I don't necessarily think every three months -- I know it creates a lot of work for team members, but to have a report every three months because the data may not be always so timely. And whatever you're trying to measure in terms of impact or the lack of impact in terms in whichever area.

I think the focus is and maybe give some thought to this and we all can think about it. What exactly or what more do we want BCT to report on? Right, what more? If it's about safety concerns, if it's about fiscal efficiencies, let's see. Because I know that they're here with some frequency already, so I don't wanna add another layer of obligation because it means that either we are having to meet every three months to hear this report. And if it's an emailed document, who's gonna decipher that for some of us who may not be as transit savvy as you are in terms of assessing that information.

So, I want us to be careful or be mindful that we're not creating inefficiencies by just overburdening the system with additional request.

MS. CASSINI: Well, since Madam Chair, Oversight Board Members, she will be here in December, perhaps you can think about the types of things that you would like to have reported and the cadence of that and have a discussion with General Manager Lonergan at that time.

CHAIR PENNANT-WALLACE: Yeah. So, I mean, and it's a good cautionary tale. You know, whatever is happening in Dade County or in other counties, for us to pay attention to it. But I don't necessarily wanna do a knee-jerk reaction on it. Let's just cautiously move forward. I think her reports have always been very detailed. And anyway, we look forward to that meeting in December. Anyone else?

MS. CASSINI: So, in any...

CHAIR PENNANT-WALLACE: Go ahead.

MS. CASSINI: No, did any of our Oversight Board Members have a report?

CHAIR PENNANT-WALLACE: Have what report?

MS. CASSINI: Did anyone else wanna speak before I give my report?

CHAIR PENNANT-WALLACE: Oh, right, right, right. Shea? Phil? Anybody else?

MR. HOOPER: I'd like to say something.

CHAIR PENNANT-WALLACE: Go ahead.

MR. HOOPER: You know, the reason this Board is here is to oversee. So, I think it's not a big ask to ask BCT to come. We were charged with being the Oversight Board. There's a ton of money being flowed into transportation and, at the very least, BCT can come to our meetings. Somebody, a representative and answer questions on where the big buckets of money are being spent. I don't think it takes a lot of time and certainly I'd rather do that than just go over four motions or just marketing. I think the most important thing is our oversight and where the money's being spent.

So, I don't disagree. I don't know how much into the minutia we need to get into, but certainly the big buckets of money would matter to me.

CHAIR PENNANT-WALLACE: And I believe, and Gretchen, I don't know -- I think, can we get an idea of how frequently Ms. Lonergan has been here? She's been here a lot, and so I don't wanna discredit that. She has been here -- to a lot of our Board meetings -- sharing detailed information about the work that's being done. So, I don't wanna take that away. It's being done. So, if there is additional information that we think we need her to add to her report, then let's ask for that.

MR. SMITH: I think really what's being talked about here a lot is ridership, right? Usage. So, there is a risk. It's kind of, we've said this before. It's a "If you build it,

they will come” type of mentality. I think this is something for us to really keep an eye on, right? Because there's a huge investment going into bus, right, and rapid transit. So, I think that's the area that's being kind of called out.

I mean, and the fact that the State is gonna be hawkish on that. So that brings in a different dynamic. And I think it's smart that we get ahead of that and potentially challenge these ideas about resources matching with ridership because at the end of the day, if you don't get there, then maybe things do have to shift. And it was also brought up that there seems to be the reverse, at least question out there where you have the ridership and that seems to be being cut and maybe there's, or changed, and maybe there's an explanation for that.

But that I think, you know, tying in ridership with expense, right? And at some point, those projections have to start coming out. I mean, we've been doing this for years, so it can't always be in the future. So, I think it's smart for us to think about this.

CHAIR PENNANT-WALLACE: Absolutely, and so, I mean, more specifically, I would wanna know what metric is the State using to determine -- how are they evaluating the level of ridership, right? Let's, I mean, that would be something I would want Ms. Lonergan to provide for us.

It's not to discredit. I think your suggestions are totally on-point in looking at what's happening across the State and for us to pay attention to it. But as we're doing that, I'm just saying, let's not create additional work to the point where our staff at the County can't move forward with projects because we're just, we wanna report every month, right? And it doesn't really measure anything. So, give them the space to do the work that they need

to do and the timeline of a monthly report or a quarterly report won't necessarily reveal anything, is what I'm saying, right? But let's be very specific and intentional about what we're asking is the point. So, anyone else? You're gonna go ahead and then close out.

MS. CASSINI: So, for the December 12th meeting, we have updates and presentations scheduled from Public Works and Environmental Services, the Sheridan Street Expansion Project, as well as public comments. We will also be introducing you to the new Assistant County Administrator that's overseeing Public Works and Environmental Services.

As I mentioned, Transportation will be here. And I did want to also invite those of you that might not have seen it to look at the BCT Annual Report that's in your binder. It does have some ridership and financial information in there.

We will then be bringing you the internal Dashboards and the metrics, and we'll add a discussion item related specifically to additional performance metrics or outputs that you would like to see us tracking. Did I miss anything? Okay.

CHAIR PENNANT-WALLACE: No. All right. And so just before we close, I just wanted to say thank you again to all of our Board Members. It's time out of your busy days; extra effort being made to research information that is important to our residents here in Broward County.

All of that is appreciated. So, I just, at every meeting, want to take the time to just thank you for your service and the sacrifice. And of course, to our staff at Broward County, I know there's a lot of work that goes behind preparing for these meetings, I know,

and coming in and making reports and so on and so forth, and I want to thank you for that.

And then, of course, residents who come in to make public comments, it takes a lot of courage to make those statements. And Doug, I appreciate you asking Aretha this morning to just talk to us because it can be a nerve-wracking affair for the individual who's doing it.

And we want our residents in Broward County to know that we are here, and we are all advocates in our own rights for different things. We are appointed to this Board because of our special interest in certain areas. And we want to be your advocate, and I want you to know that we welcome those public comments every single time we meet. And we will continue to fight the good fight for you.

But we also want to recognize that we have a County that is supportive of this work. We were all appointed because the County saw fit to create this Oversight Board because they also wanted to be intentional about making sure that there was good stewardship in the way the dollars were being spent. And so, I just wanted to underscore that and to just thank everybody for their participation in wanting to make Broward County the best place to live. Thank you.

[Applause.]

All right. And I'd like to take a motion, get a motion for us to adjourn.

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

CHAIR PENNANT-WALLACE: So moved. Second?

MR. COOLMAN: Yep.

CHAIR PENNANT-WALLACE: All in favor?

OVERSIGHT BOARD MEMBERS: Aye.

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

**MEETING ADJOURNED: 11:41 a.m.**