

MINUTES

INDEPENDENT TRANSPORTATION SURTAX

OVERSIGHT BOARD

Meeting - October 29, 2020

MEMBERS

PRESENT:

Phil Allen, Finance, via telephone
George Cavros, Esq. P.A., Environmental Sciences, Florida Energy Policy Attorney, Southern Alliance for Clean Energy, via telephone
Ronald Frazier, Architecture, via telephone
Alan Hooper, Chair, Engineering/Construction Management, General Contractor and Real Estate Re-developer, Hooper Construction, Inc., and a founding member of Urban Street Development.
Dr. Consuelo Kelley, Resident Consumer of Public Transportation, via telephone
Anthea Pennant, District Director of the Broward College Office of Supplier Relations and Diversity
Shea Smith, Accounting, Director of Audit and Attest Services, Berkowitz Pollack Brant Advisors and Accountants, via telephone

MEMBERS

ABSENT:

Douglas Coolman, Vice Chair, Land Use and Urban Planning
Allyson C. Love, Former City or County Manager, Assistant City Manager, City of Delray Beach

Also

Present:

Angela Wallace, Surtax General Counsel
Gretchen Cassini, Board Coordinator
Audrey Thompson, Administrative Support Specialist
Nichole Kalil, Public Information Officer, Mobility Enhancement Program
Margaret Dalley-Johns, Surtax Program Finance Manager
Steven Braun, P.E., Director of Transportation Development, Florida Department of Transportation, via telephone
Christopher Walton, Director, Broward County Transit
Bryan Caletka, Director of Transportation Policy, Broward County Metropolitan Planning Organization, via telephone

Greg Burns, Thorn Run Partners, via telephone
Devon West, Legislative Policy Advisor, Broward County
Intergovernmental Affairs, via telephone
Lina Silva, Legislative Coordinator, Mobility
Advancement Program
Jill Thompson, Construction Project Management
Supervisor, Administrative Section, Space Management
and Planning
Nicholas Sofoul, Mobility Planning and Innovations Team
Supervisor
Ernesto Carreras, Senior Mobility GIS Analyst
Johnny Caldera, The Laws Group

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at Room 422, Commission Chambers, 115 South Andrews Avenue, Fort Lauderdale, Florida, at 9:30 a.m., Thursday, October 29, 2020.

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

AGENDA ITEM I - CALL TO ORDER - CHAIR HOOPER

MR. HOOPER: Okay. Good morning, everybody.

I'm going to go ahead and call the meeting to order of the Independent Transportation Surtax Oversight Board.

Today is October 29, 2020, at 9:30 a.m.

And if we could, we'll do a roll call, Ms. Thompson.

AGENDA ITEM II - ROLL CALL - AUDRY THOMPSON

MS. THOMPSON: Thank you.

Alan Hooper.

MR. HOOPER: Here.

MS. THOMPSON: Phil Allen. Phil Allen?

George Cavros.

MR. CAVROS: Here.

MS. THOMPSON: Ron Frazier.

MR. FRAZIER: Here.

MS. THOMPSON: Consuelo Kelley.

MR. HOOPER: Sometimes they don't take it off mute.

MS. WALLACE: Because she checked in and I thought Phil checked in?

MS. THOMPSON: Anthea Pennant.

Shea Smith.

MR. HOOPER: Goodness.

MS. THOMPSON: Shea Smith?

MR. SMITH: Here.

MS. THOMPSON: Thank you.

And Dr. Kelley again.

OPERATOR: Dr. Kelley, can you check your phone is on mute?

DR. KELLEY: Yeah.

MS. THOMPSON: Thank you.

MR. HOOPER: That's what I thought.

MS. WALLACE: And Phil?

MS. THOMPSON: And Doug Coolman and Allyson Love will both be out today. They will not be present for today's meeting.

MS. CASSINI: Go back to Phil.

MR. ALLEN: Phil Allen is present.

MS. THOMPSON: Yes, thank you. I have Mr. Allen.

Okay. We have a quorum.

MR. HOOPER: Excellent.

PUBLIC PARTICIPATION

MR. HOOPER: So there's nobody from the public on line that wishes to speak, so we're going to move right to the presentations.

AGENDA ITEM III - PRESENTATIONS

MR. HOOPER: And we'd like to call up -- we're going to do a presentation on FDOT District 4 Surtax Coordination.

MS. CASSINI: I'm going to start off, Mr. Chair. I'm just going to put the agenda on the screen, let everyone know what we're going to cover today, and that we'll be taking action at the end of the meeting on last month's minutes.

So the presentations that we have today are from a variety of our surtax stakeholders.

As you mentioned, we'll have the Florida Department of Transportation District 4.

We have our own Director of Transportation, Mr. Walton, here to give you a transit update.

Mr. Caletka will be making a presentation regarding the MPO.

And then we have our federal contract lobbying firm, Thorn Run, that's going to be giving you kind of a variety of different scenarios that could impact surtax funding.

We'll be presenting to you our proposed federal policy positions that relate to the surtax.

And then you will also have an update from Ms. Jill Thompson, who is working on all the surtax-related relocations and construction projects.

I Florida Department of Transportation (FDOT), District 4 Surtax Coordination

MS. CASSINI: And with that, if I could ask Nichole Kalil to come forward and to give control over to FDOT, Mr. Braun will begin his

presentation.

MS. KALIL: Mr. Braun, please move your mouse around the screen so we know if you have control.

I think we're waiting for you to accept.

Okay. Looks like you're good.

MS. CASSINI: Steve? Can you speak so that we know you've been un-muted?

MR. BRAUN: Okay. Can you hear me okay?

MS. CASSINI: Yes, we can. Perfect.

MR. BRAUN: Okay. Sorry about that.

Good morning, everyone. Thanks for the opportunity.

I am hearing an echo, though. Is that on my end? Okay.

All right. Good morning. I'm Steve Braun, the Director of Transportation Development for the Florida Department of Transportation in our District 4 office in Fort Lauderdale.

As Gretchen had mentioned, I'm going to give an overview of really some of the coordination on delivering transportation projects in the region.

And, although it sounds cliché, all right, coordination is obviously the key to success.

In my presentation, I'm going to give an overview of FDOT District 4 and our work program, also some of the coordination efforts related to the Broward County surtax, and also I'll share our involvement on some key

projects.

So just a quick overview of District 4. The state's authority's divided into seven districts plus the Florida Turnpike Enterprise.

Our headquarters, obviously, is in Tallahassee, but our district office is in Fort Lauderdale.

And we cover five counties in southeast Florida. Broward, Palm Beach, Martin, St. Lucie, and the Indian River County.

Miami-Dade County is part of our District 6 office.

And as far as our structure, most of you may know District 6 with Gerry O'Reilly, and he has three direct reports as far as directors goes. Rosielyn Quiroz over the transportation support side. And, really, her focus is on the procurement, the contracts, the financial side, and even the HR Office.

And then my group is made up of five main offices on the development side. We pretty much handle everything in, in my simple terms, pre-construction, right? So from planning, coordination on modal projects, the design office, the acquisition of right of way, property management, and then our program management office.

And then Paul Lampley is the Director of Transportation Operations, and he covers our traffic operations office, and essentially the construction and maintenance side, as well as the operations center, and the materials office that we have up in Davie.

That's just kind of the lay of the land as far as District 4 goes.

And within my group, Transportation Development, these are some of our key functions, right? We plan. So we identify needs and we plan multi-modal projects in coordination with a lot of our partners.

We program, so that's, you know, one of our DOT terms, really, and, again, scheduling and funding of projects.

Produce. Everything from, as I mentioned, planning, developing, the design, permits, and acquiring the right of way.

And I think we also provide technical expertise, obviously, across our district, statewide, and then even to local stakeholders and partner agencies when needed.

And a key to that, obviously, is the coordination, internal and external.

And, as I mentioned, a big part of my presentation today is really going to relate to our external coordination.

I've seen some crazy graphics on our -- explaining our DOT work program.

This is my really over simplistic versions of just how projects are programmed.

So we develop a five-year work program, and the key steps are going from long range planning -- so whether it's from one of the partner agencies or within the Department, long range planning efforts occur.

And then annually we get into prioritizing our projects. And the partner agencies also prioritize theirs.

And then on that annual basis, we get into what we call the work program development.

Typically, regardless of the program, typically, projects would line up the programming and the funding in the what we call the new fifth year of the work program.

In some cases, projects are advanced. Basically, projects -- other projects if there's an opportunity and we have the capacity to handle them in an earlier year, those could be programmed in maybe Year two, three, or four.

But typically, most project, new projects, get programmed in the new fifth year, as we call it.

So what I've shown here, really, from the Broward MPO, the County, and DOT, there are various programs that I think feed into that fifth year of the work program.

We're currently in that annual work program development cycle now, and, you know, part of that process is really looking at available resources, project priorities, and then trying to program, as alleged projects, in that work program.

So with regard to surtax, that is one of those programs, you know, that feeds into that funnel, I guess, on the previous slide, into the work program.

So, you know, it's understood that the surtax initiative may indeed provide funding for improvements on the state highway system, and projects

could directly or indirectly involve FDOT facilities, right?

So the coordination with partner agencies is important, with the understanding, you know, that these funding sources could, indeed, support projects on the state highway system.

And the coordination, right, helps minimize impacts to the traveling public, leverages those opportunities to collaborate on some of that funding.

We may have a funding source through the Department, there might be a surtax project that aligns with that, and we can collaborate on, you know, combining those, integrating them into one project, again, minimizing the impacts to the public, clearly identifying the project scope, right, and then also setting expectations on the timeframe for delivering those projects.

So all of that is part of the coordination.

I do commend the County Staff that we've been working through this cycle, and, obviously, previous years as well, on trying to find those opportunities to integrate those projects.

So we've worked closely with the Surtax Team and County staff on that.

I think my footnote there is really my pitch to the local municipalities as they're working with the Surtax Team to identify projects that may align with the state highway system and coordinate early on in the process, really to look for those opportunities where those -- an interlocal -- those priorities can be integrated into active projects or, you know, planned projects.

So, again, encourage that coordination with DOT early in the process, and, ultimately, once you receive the surtax project application or working through that process, we'll come back in a multi-discipline review of that, and then we'll regroup with the Surtax Team to really look at which agency is determined to be best to deliver the project.

Some of the things we'll consider is the work load, available resources to deliver the project, any opportunities for efficiency, and any key scope or project considerations, and then, obviously, the implementation timeline.

And that's why I go back to that initial slide there on the five-year work program. There may be projects that may be delivered sooner than -- than programming in that fifth year, but, in some cases, the resources are only available from the DOT side in that fifth year.

That's really a broad overview of the coordination. I'm going to get into a little bit more detail here on some of the specifics as far as the types of projects we would be coordinating through the surtax on the state highway system or within dot right of way.

So, generally, there are two main categories, right? Permit projects and then FDOT-managed projects. And I think I'll get into a little bit more detail on that, but a permit project is really where the County or local municipality actually delivers the project within the DOT right of way or on the state highway system through a permit with the FDOT.

And then the DOT-managed projects are projects that are surtax

projects on the state highway system, but DOT ultimately is responsible for the project management from the design all the way through construction.

And then with any program, right, there are a lot of case-by-case projects and studies that, you know, we would have to look at, and a lot of details on those, obviously, rely on the specifics of those projects.

So I'm going to cover now, in those two main categories, the permit projects or the FDOT-managed projects, a couple of key points.

I don't know if I can go back. There you go. Sorry about that.

So, again, permit projects, projects on the state highway system but delivered by the local municipality or the County. These could include improvements at an intersection or an interchange of a local road with the state highway system.

So perhaps it's a County road intersecting with a state road, and there are minor improvements proposed on the state highway, that may be a project where the County delivers that project in coordination with the Department through a permit for the work within the state highway system.

And, generally speaking, I would say these fall into a couple of categories that really minor changes in the curb, you know, not necessarily a widening project, that don't require right of way and they don't require a major environmental action, what I would call a National Environmental Policy Act, NEPA, action. You know, they could still require environmental permits, but of the minor type, I would say.

So here's just a couple of those examples. So, again, these are projects where the County or a local municipality, through the surtax, would come to the Department to permit perhaps a sidewalk or a shared use path, an active traffic management or ITS type signal integration type project, a street lighting project, a minor turn lane, even landscape/hardscape type projects. Transit improvements such as a bus shelter.

And then, again, I mentioned modal projects in the context of transit or a connection to some multi-modal station or bus depot where that connection is being made that that connection requires a driveway connecting to the state system, that could be something that the local or the County could deliver.

The next category I would say are a little bit more complex projects, require a little bit more work as far as the actual improvements.

And our recommendation for these would be that the Department manage those.

Again, surtax funded programs in the Department work program, we identify a project manager to manage the project during the design and then, ultimately, the construction.

So, again, DOT delivering these surtax projects, obviously contingent on the funding and the agreements related to that.

But the general scope of work could include just adding work to an existing project. So, for example, if the Department has a resurfacing project

that there's a surtax application or initiative to add something to that resurfacing project, that could be added to the project and we still manage them through that into that project.

So that could be in line with my point before, that that's more efficient, that that has less impact to the traveling public. You know, there's one project being delivered that's seamless to the public. The road gets resurfaced by DOT as originally intended, and then something gets added through surtax and it gets constructed as one.

Projects that significantly move curb lines. So this could be widening the roadway to accommodate a buffered bike lane, or, you know, something to that effect where you're actually widening the roadway for capacity improvements.

And then also an interchange project.

So, again, adding four to six lanes or widening, or an interchange improvement that requires modifications to an interstate interchange, the Department would manage those.

One note there, you know, for the Department to include those projects as a standalone project, it would be consist -- the project would have to be consistent with the MPO's Long Range Transportation Plan, and then identified in that annual list of priority projects as we program.

And then, you know, as we're seeing a little bit more case -- cases of -
- of these case specific projects, we're still working some details on those,

but, again, I think the coordination element of that up front, if there is a project that maybe doesn't fit into those two previous categories I mentioned, you know, we'll have the conversations with the municipality or the County, the surtax team, and see what's appropriate on how to deliver those projects.

And that could be anything from, as I mentioned, a transit or multi-modal type project, a major transit study, or even potentially a feasibility study or a planning study, something that just requires that that first step to the project be delivered before we even get into design.

And, depending on the scope of that study, it may be appropriate for the Department to handle that, or, if it's more in line with the municipality or the County managing those projects.

So there was a lot of material there. Probably should have paused for questions, but I'll probably -- I'll take questions at the end.

I just wanted to give some examples of the types of projects we've been able to coordinate thus far. I'm not going to go through each of these, but they fit into some of those categories I mentioned, where these are projects that the Florida DOT will be delivering that include a surtax element that has been integrated into the project, a previously programmed project or a brand new project.

And they range from in -- including, as I mentioned before, some of the adaptive traffic control systems into an ongoing project, or, in some cases, even just funding a -- an element of the project or the study.

So, again, in those cases, the contribution -- I'll use that term -- towards the project through the surtax, I think created a more robust project that may be addressed more than the initial needs that were identified.

So that was really just my presentation related to the coordination on the surtax.

I just wanted to touch with this group just a couple of other key projects that FDOT is involved in the coordination with the County and other stakeholders.

You know, some of these are obviously key projects for the region, for the County, for us as a key stakeholder on that, too.

So we appreciate the opportunity for the continued coordination on everything from the Fort Lauderdale international -- the intermodal center, the -- the automatic people mover at the airport, the airport people connector, the master plans at both the port and the airport, and then the County's transitways study.

Our role in these, as I mentioned before, could be everything from technical advisory task force member to Project Advisory Team involved in the coordination with the federal agencies, providing subject matter experts, and then, obviously, technical reviews. Depending on the specifics of the project, supporting some of the public engagement. And then, as we get into funding and programming discussions, too, we obviously play a key role in delivering those projects as well.

So here's an example of a project that FDOT's managing, and it's the Broward Boulevard Transit Study.

And, really, running from State Road 7 to downtown Fort Lauderdale, and, you know, this is based on previous studies. We -- we're now re-evaluating the type of vehicle and the alignment, so really street car verse bus rapid transit and the alignment of that vehicle.

And then also the -- at the inter- -- key intersections and key locations at grade versus elevated.

And we're working -- as I mentioned before, some of the federal requirements as far as environmental approval, working through that.

This project really has, in that -- I'll call a tickle stage -- we -- we've had a couple of coordination meetings with stakeholders and we'll be moving forward with the study, which I know this group will probably have a lot of interest in, and I'll be happy in the future to give a more detailed update as this project progresses.

The Tri-Rail Coastal Link, also a key project for the region. We've been in conversations with Broward County.

There was recent correspondence on the next steps of initiating what we call a project development and environmental, PD and E, study. And a lot of this relates to identifying the logical termini or the limits of the costal link study, and then the stakeholder support and the financing and the track access agreements needed.

So, again, an exciting project for the region, important really just to provide this commuter rail option for the region.

And we're continuing to coordinate closely with the County on this.

Again, I think more to come on this, but I just wanted to share that.

And then, finally, so this is not a surtax project. It's not necessarily a County project. This is really funded and programmed through the DOT. It's a high priority for the Broward MPO.

But it's the Southwest 10th Street connector, an important project for the region, and also it's essentially that missing link on the regional freeway and managed lanes network.

And I just wanted to mention this because we are at a critical milestone, as we call it, on this project.

We recently conducted a Public Hearing earlier this month -- actually, it was a series of 13 public meetings, virtual and in person.

High profile project, important for the region. A big dollar amount in the current DOT work program, you know, 600, \$700,000,000 project.

But it's critical to the mobility of the region.

Actually, 800,000,000 just including all phases, including right of way, utilities, and so forth.

So I just encourage this group really to keep your eye on this project, keep engaged.

And, again, we are at that Public Hearing phase now.

Actually, we're within the public comment period now, after the Public Hearing.

So important project. This would provide a connection between the Sawgrass and I-95, including connections directly to the 95 express lane.

And not to get into too much detail, but, you know, how that is, as they say, shows that about 51,000 trips per day use Southwest 10th Street from essentially southwest Broward to Northeast Broward and into Palm Beach County. And this connection would really help on that freeway network and really congestion on the local Southwest 10th Street.

So, again, not a surtax project, but I thought I would share that.

And then, finally, this is just an example just showing some renderings of the concepts we're looking at on Southwest 10th Street.

And, again, I've mentioned coordination a few times. I'm going to leave you here with two things.

One there, just a quote, right, if everyone's moving forward together, then success can take care of itself.

Ironically quote Henry Ford, not everything we do is automobile. As I mentioned in the presentation, we're involved in a lot of multimodal transit initiatives, too.

But I think that that quote still holds true. I think it's important for us as a County to move forward on transportation through the coordination that we have and continue to have.

And when I was developing this presentation, it turns out it was Teen Driver Safety Week, which was last week, but I just want to put a plug out there, just my safety pitch, whatever it is, right? Look at that link on Teen Drivers or any safety initiative we have. You know, it's obviously one of the Department's vital focus areas, really, just safety first.

With that, I conclude my presentation and would be happy to take any questions that you may have.

MR. HOOPER: Do any of our board members have questions?

Okay. I have a question. Or, rather, maybe just a -- to ask you to maybe go a little more into detail on the Tri-Rail and the Brightline and the coordination of that, and what are some of the challenges that we're running into right now, if you're able to discuss that?

MR. BRAUN: Yeah. That's a good question.

And I mention before, there was a recent request from the County for us to initiate this next phase of the project, the project development and environment study.

And I think in that slide that I had, there were a couple of key points there, right? One is the local stakeholder support of the project. I think that's going to be important, understanding what the expectations are as far as providing that commuter rail service.

And then the access agreement, you know, utilizing that rail corridor for commuter rail.

And then the financing plan, how do we actually deliver this project through whatever partnership is needed, right?

MR. HOOPER: Uh-huh.

MR. BRAUN: So I think those were the -- to answer your question, I think some of the key points.

At this point, before we move ahead, I do know that the County has been in discussions with Brightline on trying to address some of those points. And I think specifically the last two bullets there, the financing, the responsibilities, and then also the access agreements regarding the railroad right of way.

And I'm not sure if someone from the County wants to add to that, or maybe they're covering that later in the presentation.

MR. HOOPER: Chris, do you want to add to it? Chris -- yeah, Chris is going to add a little bit to it.

MR. WALTON: Good morning.

The County has been in discussions with Brightline off and on for a number of years, but the discussions have ramped up significantly in the last -- I would say the last, you know, three, four months.

We have been working very closely with Miami-Dade County, who is -- they're very close to signing a deal with Brightline in terms of operating from what they call Miami Central up to Aventura.

MR. HOOPER: Uh-huh.

MR. WALTON: The discussions that we have had with Brightline would take the service from Aventura at a minimum up to our airport.

The major issue, as Steve indicated is that how do you get over the New River. And it has to be a bridge to get over the river so that we can service the entirety of Broward County.

So our discussions have been kind of a two-phase discussion in that understanding, you know, what's it going to take to get to our airport, and there are a number of things that, from the airport and the seaport perspective, had to be resolved then around that. Then how do we take it from the airport all the way up to Deerfield.

So plans and discussions in terms of what it's going to cost for the County to access the track, what the cost of rolling stock would be, the operations costs, and other infrastructure costs in terms of adding trackage, because the current track could not accommodate the additional passenger service.

So there would have to be additional trackway and more of what we call lay-bys where, you know, when you've got two tracks and the trains have to go into lay-by.

MR. HOOPER: Uh-huh.

MR. WALTON: So infrastructure costs, access costs, capital costs, all those things are being discussed.

MR. HOOPER: Right.

MS. CASSINI: Stations.

MR. WALTON: And -- oh, as well --

MS. CASSINI: Really important.

MR. WALTON: -- as identifying and locating and paying for stations along the corridor.

MR. HOOPER: Yeah, I think that --

MR. WALTON: Big point.

MR. HOOPER: -- you know, just from my perspective, think, especially for someone who's in the business of increasing the value of neighborhoods and I think that the station part is probably a little easier than the bridge part of it, you know, because there's more hair on the bridge.

But I know that -- I have heard the Mayor of Fort Lauderdale speak in the past, and his biggest concern is just that we be careful not to separate two sides of a city and create a barrier between them.

And I think that comes with good design, architecturally, you know, engineering design, and so it's visually pleasant.

And so I think that if we can all get on the same page, this is going to be something that, if the County or the partners have to put up financing in order to help get it through, I look at it as an economic development approach to things. I think it increases the value of everything along the way.

And it ties into what you're doing on State Road 7.

You know, people complain about Broward Boulevard, that, as an

entrance into a downtown, it just doesn't present itself well. And if you're going to Miami or Palm Beach, it just looks better.

But those two cities are right next to I-95. We have to cut down a local street, essentially.

And it -- and I think that that State Road 7 light rail into downtown will create opportunities for redevelopment from those two points, and at that intersection, that it'll change almost immediately.

It -- you'll start seeing investment happening, and it'll make those streets -- that street a really pleasant one. And it'll -- I mean, and I like the idea that we're not on I-95. I like the idea that our County seat and our -- our city downtown is kind of boutique and separated from the I-95 corridor.

But all these things that we're doing are so important, and we have to get a lot of support for what Chris is doing.

But, yeah, so we're talking about financing, and we're talking about the bridge and track access, right?

MR. WALTON: Right. And, well, when you say financing, that includes infrastructure and O and M costs, yes.

MR. HOOPER: And do we think that these are things that we're working through?

MR. WALTON: I --

MR. HOOPER: That's a question either for you or for Steve.

MR. WALTON: -- no, I think so. I think the possibility does exist.

Again, you know, we're working off of the framework of what Miami-Dade has done, and they're pretty close.

We've got some special considerations that they don't have, some traffic concerns that they don't have.

But I honestly believe it's doable and I think it will get done. There's interest, I think, by all parties to make it happen.

MR. HOOPER: Right. Again, I just want to say that this is one of those key components that if we get it done, it's a game changer. It really is. And I'm glad that we're using such good vision to take it on and -- you know, and it's almost like a private/public partnership. You've got Brightline, you've got the County, FDOT, everybody's at the table, and we're going to -- we've just got to work together to get through it.

I'm hopeful that it happens.

MR. WALTON: Yeah, that's exactly what it is, a private/public partnership, because at some point, we would hope to attract some federal funds to the project because --

MR. HOOPER: Yeah.

MR. WALTON: -- it'd be difficult to build a bridge of that magnitude --

MR. HOOPER: Yeah. Right.

MR. WALTON: -- without federal funding.

MR. HOOPER: Right. Thank you.

MR. WALTON: Uh-huh.

MR. HOOPER: Are there any other questions for Steve?

I'll make one more point. I think that that Sawgrass project that you guys are doing is huge, too. And I'm glad you're doing it.

And I can't wait for the connection to be seamless between I-95 and the Sawgrass Expressway. I think it's awesome.

MR. BRAUN: Thank you.

Yeah, I think that connection's key, but we've been working closely with the City of Deerfield Beach on what I'll call the local entry and still trying to keep that -- you know, you mentioned a little bit more of a local flair, a shared use path, keep the traffic low on -- on local entry while through movement is on that connector.

So we've been working very closely with the city on -- on really that local element of the project, as well.

MR. HOOPER: That's awesome.

MR. BRAUN: But it is key to the region.

Thank you.

MR. HOOPER: Anybody else?

Okay. Thank you very much, Steve. We really appreciate your presentation.

MR. BRAUN: Thank you. Thanks for the opportunity.

And my contact information was on that last slide if anyone wants to reach out to me for anything else.

So thanks.

MR. HOOPER: Okay. We'll go to the next presentation.

MS. WALLACE: It's Phil. Sounds like Phil.

MR. HOOPER: Oh, somebody --

MR. ALLEN: Mr. Chairman?

MR. HOOPER: Yes, sir. Is that Phil?

MR. ALLEN: It's Phil Allen.

MR. HOOPER: Go ahead.

MR. ALLEN: You hear me?

MR. HOOPER: Sure do. Go right ahead.

MR. ALLEN: For Steve, the -- Sawgrass at 595 is that undergoing the same planning process as the other projects?

MS. CASSINI: Phil, there's something wrong with your connection, so I'm not sure -- Steve, did you understand Phil's question?

MR. BRAUN: I heard -- I also have trouble hearing. What I did hear was something about the connection of Sawgrass at 595, if there's a planning study for that --

MR. ALLEN: Yes.

MR. BRAUN: -- if I understood it correctly.

MR. ALLEN: And whether that follows the same planning process for the Turnpike Authority relative to other FDOT projects.

MR. BRAUN: And I apologize. It -- are you asking specifically if

there's a future project, or the Turnpike project that they're actually studying on the Sawgrass Expressway?

Was it for related to the connection to 595 or the Sawgrass project?

I'm sorry, I had trouble hearing. But I'll take a stab at it.

MR. ALLEN: Hello?

MR. BRAUN: Go ahead.

MR. ALLEN: Is that better now? I'm sorry.

MR. BRAUN: Yes. Yes, much better.

MR. ALLEN: The question really deals with the Turnpike Authority and does it follow the same planning process as the other FDOT projects.

MR. BRAUN: In general, I would say yes. Right, they still identify long range planning needs to the Turnpike.

Their funding source is heavily driven, obviously, on tolls, so they -- their funding plan is a lot different to the district's.

But as far as planning and the project development process, it is very similar on that end of it.

They have interaction, I think, through -- I mentioned some of those programs that go into the work program that, since primarily their work is on the Turnpike, there's probably less -- or fewer projects that come through a local program onto the Turnpike but there are cases, obviously, where there is a Turnpike connection to a local facility and so forth.

Generally, their process follows ours with, I think, some of those

nuances I think that are different, primarily and probably not much of it, not called a nuance. But the funding and the program and -- is a lot different, but generally, they still -- they build their five-year work program for the Turnpike similar to the District.

MR. ALLEN: Thank you.

MR. FRAZIER: Mr. Chairman, this is Ron Frazier. I have a question.

MR. HOOPER: Sure. Go ahead, Mr. Frazier.

MR. FRAZIER: Will this study be utilizing surtax funds? That's one. Or some surtax funds from the transportation.

And, two, will the intermodal people contribute any money towards the study?

MR. BRAUN: So as far as the Southwest 10th Street project, that is not a surtax project. So that -- that's a DOT-led project, DOT funding.

We're actually utilizing funding from our statewide strategic intermodal system program, which focuses on those type of key connections.

So to answer your question, there is no surtax element.

Sorry for the confusion if I added it into the presentation. I just note it's an important project for the region. I just wanted to mention it. But it -- it's not related to the surtax, sir.

MS. CASSINI: I think he was asking about the intermodal system.

MR. FRAZIER: Thank you.

MR. HOOPER: Okay. Any other questions?

Thanks again, Steve, and we look forward to hearing more about the progress later.

Thank you.

MR. BRAUN: Thank you very much.

II Broward County Transit (BCT) Update and Look Ahead

MR. HOOPER: So we're going to welcome Chris Walton up to the podium, and he's going to make a presentation.

MR. WALTON: Good morning again.

I want to talk to you about what we're doing at BCT with the surtax dollars. I'll touch a bit on -- little bit on some of our other projects that are non-surtax, but I want to talk about the impacts of COVID-19.

It has had a significant impact on us.

I want to talk about what we plan to do when we come out of the pandemic with some of our technological projects.

And then I want to talk about some of the planning efforts that will be more long term, and I want to talk a little bit about some of our major constructions that are entering planning or in process, and talk about some additional funding sources other than just -- other than surtax only.

So in terms of our current bus service, we are currently operating what we call a modified weekday, or an adjusted weekday schedule.

Pre-pandemic, we're currently operating about 75 percent of the schedule hours, because what happened during the height of the pandemic,

our ridership dropped from approximately a hundred thousand weekday down to about 25,000 weekday, and our paratransit ridership down -- ridership actually dropped down to about 20 percent.

That -- they've rebounded. Again, we're now back up to about 60 percent on our fixed route, and our paratransit's still around 35 percent.

So what we have done, and really what has been done nationwide in public transit, is fares has -- have been suspended, and we, just like most other systems around the country, use rear door entrance and exit only to protect our bus operators.

We also implemented a no more than 50 percent load on all of our vehicles to make sure that we could maintain social distancing, and we require all of our riders to wear masks.

And we make sure all our employees have all of the PPE that they need to operate safely.

One of the things that we're doing is we're placing or building bus operator partitions. These are safety doors that actually enclose the driver's area into a cockpit with sliding glass that will further protect them from, say, viruses or whatever they might be protected from in the air.

But this is something that, quite -- it's almost an unfortunate kind of situation, but we're seeing it more and more across transit properties in the country, really just to protect the operators from, you know, not only viruses, but from other sorts of physical attacks.

We're probably a third of the way installing those in our fleet right now, and we hope to get that done sometime either late this year or early next year.

One of the things we did was we installed air ionizers on all -- on our entire fleet.

And what they are are -- are units that we placed in the air system to improve air quality.

And the bus -- well, the air on a bus is actually -- is actually moved about once every 60 seconds. You replace the entire air on the bus once every 60 seconds.

So we placed these ionizers into the air system so that all the air that's circulated in the bus must come through the ionizer. And it -- it's advertised to kill 99 percent of all viruses and airborne microbes.

So our service plans have had significant changes as a result of the pandemic, because we don't anticipate that our ridership is going to get back to our previous levels for quite some time, to be perfectly honest.

Initially, when surtax passed, we in '19, we planned a ten percent service increase, and we implemented that increase.

We also had another ten percent increase planned for '20. But when the -- the -- the -- when the pandemic hit, it made no sense to do that, so we backed off of that.

We don't have any service increases planned for '20 or '21, and we --

we're anticipating three percent increases in '23, '24, and '25.

And, you know, being perfectly honest, it's still an unknown, you know, something that, as an industry, you know, across the country, we're taking a look and everybody's wondering how we're going to attract our ridership back.

We're seeing, as the County opens up, our ridership is growing. But because of changes in mobility, changes in -- in work situations, a lot more people working from home, we just don't know what our ridership will look like over the next few years.

So we're projecting that we would need to, in years '23-25, a three percent increase in each year.

But we're also looking at additional strategies to attract passengers post-pandemic.

Some of those strategies include what we call a micro-transit program. And it's kind of an offshoot of our community shuttle program.

But a micro-transit pilot which we're actually planning to implement in three of our smaller communities, Hillsborough Beach, West Park, and the Municipal Services District, basically, the idea behind micro-transit as opposed to in the past you're going to a bus stop and waiting for the bus, the bus actually comes to the passenger, using a phone or a telephone to schedule service.

We've seen that in use in a couple of transit properties across the

country, and those are starting to -- to be a bit more popular.

One of the things we've always wanted to do here in Broward is we recognize that we've got businesses that operate 24 hours. And we've never been able to service all of the clientele in the County.

Our service typically ends about 12:45, and we know that there are people who are getting off work after 12:45, or need to get to work at 12:45.

So we are -- we plan to implement what's called a late night service that would operate from 11:00 to 5:00. And we're actually surveying right now healthcare, entertainment, and some of the other facilities around the country to ascertain what type -- what level of service and how we'd actually implement this service.

But it would also be a demand response service, and, again, right now that is something that we plan to implement post-pandemic.

We are in the process of purchasing 12 40-foot electric buses. This was a combination of FTA and Lo-No Formula funds. These are purchases that we've had in planning for quite some time, actually even before the surtax. So we programmed federal funds for those.

Going forward, we will be -- as we prove these buses out, we will be using surtax funds to buy these buses.

But this is a program that really -- we're really excited about. We plan to buy the 12 and implement, and they should be here in May/June of --

MR. HOOPER: If somebody has their -- it -- they don't have their mute

button pushed, please push your mute button. We're hearing some background noise.

Thank you.

MR. WALTON: Yeah, the buses will arrive in May/June of next year. And our plan is to implement an entire electric corridor on Broward Boulevard. We'll pull off all of our diesel buses off of Broward, and we will electrify that corridor.

Now, the buses are the easy part. Anybody can buy the electric bus. It's the actual infrastructure to accommodate those buses that are -- is the difficulty. But we're well in process of implementing the infrastructure at our facilities.

We will also implement what we call opportunity or on-route charging at the ends of the lines, being our downtown terminal and someplace out near Sunrise, a point to be determined at this point.

But the issue with electric buses is they never really have the range of diesel, so you have to be able to charge them while their in route, so on a bus layover, like I said, when it gets to the end of the line, if you've got ten, 15 minutes, you can charge it and it will give you another couple hours of charge.

So for all of our facilities that are being built new or being rehabilitated, we're building them with electric charging infrastructure.

We've got a 2.2-million-dollar FTA grant for infrastructure that's being

used at Ravenswood, which is our southern facility in Dania Beach.

Part -- one -- our Copans Bus Facility in Pompano is one that you helped fund for us. It's a \$60,000,000 project. We'll be using I think about \$43,000,000 of surtax funds.

And basically what we're going to do there -- and I'll talk about it in a little more detail later, but we're going to rehab that entire facility. We've actually demolished two buildings already.

We're going to build a training center. We're going to build a parking structure for our employees. And we're going to completely rehabilitate the maintenance facility to accommodate electric vehicles and cars.

Also, our Miramar park and ride, which is funded by the County and state, is being built to accommodate electric vehicles and charging for electric cars.

So, again, once we get these 12 buses, we put them on Broward Boulevard, and once -- after a year or so, after we're confident that they can handle our environment and that they prove their range, because the issue, again, if -- we can't have buses that don't meet our range, because otherwise, we're buying more buses than we actually -- DOT actually allows us to have. And then the operating cost goes way up.

So we need to demonstrate that these buses can actually give us a -- what we call a one-for-one replacement.

Mobile ticketing. It's a program that we actually implemented in July of

'19. We started out with our express services, and we had about 65 or 70 percent penetration on our -- on our ridership with the express buses where they would buy their tickets on their phone, and just take -- hold it to the reader on the fare box.

And it was received quite well. We were starting to see it used out in our regular service as well, just before the pandemic hit.

So we have -- you know, when we come back to charging fares, that's one of the issues that we plan to promote, because of the safety of it. You won't have to touch anything. You just buy your ticket on your phone and you hold it up to our scanner.

We've also come to an agreement with Miami-Dade Transit where we will also be able to buy their tickets on our phones -- on our app, and they'll be able to do the same with ours, so that it will be oblivious to the passenger. They -- it won't matter, you know, if they start their ride in Miami and they need to transfer to Broward. They -- they'll just electronics.

We're also in discussions with Palm Beach County. They don't have the technology yet, but they're buying the exact same technology that we have, so that when they come on board, it'll be a very simple transition for them to just join our system.

Tri-Rail's a bit more difficult because of their zone fares. They don't have a standard fare. Their -- their zone-based fares vary depending on your length of ride.

So we're still working out how we will implement them, but we've got some ideas how to make that work.

I should also mention our friends at the MPO, they actually assisted us and they actually provided a grant to do this for both us and Palm Beach County.

We have two studies that we're really excited about, and this one is our transit systems plan.

Basically what it is, it's a plan that will study all the high capacity corridors in Broward County, and it'll make a determination whether they should be bus rapid transit or whether they should be some form of rail.

And then it is going to rank them in terms of how they would qualify for federal funding based on all of the parameters that you would need to rank a federal project.

And then it will take that highest ranked rail corridor and then the highest ranked BRT project, and build it out to -- design it to -- I'm sorry, didn't mean to say build -- it'll design it out to 30 percent.

And then we'll -- we'll hand it off to -- for completion.

So we're really excited about that.

We do have thoughts about where we think rail and BRT should go, but we need to have that validated by these studies.

And I'm very happy to say that we should be taking this contract to our Board within the next 30 to 45 days for approval.

And I'm also very happy to say that we had six responders to the solicitation, and each one of them either met or exceeded our 30 percent goal for small business participation.

Same thing for our general planning consultant. You approved this for us a while ago.

We hope to award this in the next I would say 30 to 60 days. And it also has a 30 percent small business component that the selected vendor I think exceeded.

And some of the studies that we want to undertake are we want to take a look at what would happen to our system if we had no fares, if we just offered public transit for free. What would it do?

We know that it would -- we -- we'd see improved ridership, which is our objective.

We know there are some cost issues that need to be dealt with.

But it's being implemented in a few places around the country. It's being studied in a number of other places. And it's something that we'll take a look at whether -- if we could do it free or if we could do it at some reduced cost just to get our ridership up.

But, again, with the fact that the surtax exists, it allows us to even consider doing this kind of thing, because, you know, our objective here is to move as many people as we can.

And, again, with the addition of the surtax, from the operating

perspective, it allows us to even -- not saying we would do this, but it allows us to even have the opportunity to consider to do something like this.

And we will also, you know, study other transit technologies, mobility as a service, autonomous vehicles, things of that nature.

Okay. Some of our major project updates. Again, I had mentioned the Copans Road facility. It's a \$61,000,000 project. Surtax funding will contribute 43,000,000.

It's renovation, it's construction of a new facility, a park and -- a new parking structure, a paint booth, security improvements, and a 400-space employee parking garage.

Our Lauderhill Mall Transit Center. This is -- this one's been on the books for quite a while. This is federally funded with a portion of state funding.

But it is -- it's going to be an -- an outstanding facility that's being constructed at the Lauderhill -- it will replace an existing facility at the Lauderhill Mall.

And we anticipate that it will open in April of next year.

The Miramar Park and Ride. Again, it's another project that is in partnership with the Florida Department of Transportation. They actually are -- they did the design work, and they're actually managing the construction.

But we funded it, primarily. There is some funding from the state, but it's primarily funded by the County.

What that is is a new 500-space Park and Ride lot in the City of Miramar, which is where the hub of our ridership comes from for our express services to Miami.

Right now, we're operating out of two different locations in Miramar. We had thought initially that when we built this we'd be able to consolidate those two locations, but, pre-pandemic, the ridership had grown so much we had actually made the agreement that we would continue to operate out of one of them and we'd use this one as well.

So we'll continue to have two.

I fully anticipate that at some point in the future our ridership will grow back to the point where we will need to utilize both of these facilities fully.

In our last budget request, you approved money for a third operating facility.

Our 30-year plan calls for our fleet to grow from 356 buses is what it was in three -- in 2018, to 620 at the end of the program.

To do that, we would need to operate -- we'd need to build and operate out of another facility, because we're at 90 percent capacity at our northern facility, and a hundred percent capacity at our southern facility right now.

So our growth would be stunted if we don't acquire land and build another facility.

So we're actually actively searching for land to build another operating facility, as well as other projects, for what we call our neighborhood transit

centers, such as -- as I showed you on the Lauderhill Mall.

We've got a couple other projects in the hopper that we would hope to have some news for you very soon.

I want to talk to you very briefly about funding and the leveraging that has been made available, primarily because of the surtax.

You know, we don't depend solely on the money that we get from ad valorem and the surtax to build and operate. We look for funding wherever we can find it.

And we found that, in recent years, when you -- right at the top of this list is a 17.3 million that we were given.

That was one of the largest grants given out that year for the FTA for this project. In fact, it was the largest.

And I am confident that the -- one of the primary reasons that we were afforded this grant, or we were given this grant, was the surtax.

Because what the federal government looks for is they look for your ability to operate what you're going to build, and to put money into the game.

And we were able to, because of the surtax, tell them what we wanted to do with this project and provide what's called an over match, indicating to them that we had the money. If you give us the 17,000,000, we have the money to do the rest of this project.

And -- and that -- that meant a lot for us getting this project.

So going forward, you will see that when we get into the much larger

projects, the fact that the surtax is there gives us a leg up on most transit properties across the country.

Because if you talk to most of my counterparts about, you know, what is their major concern, they're going to tell you it's funding.

I'm very happy that I don't have to say that anymore. It's a game changer.

So --

MR. HOOPER: We used to say that at the TMA all the time. Dedicated funding source is the key.

And we have it now, right?

MR. WALTON: Yeah, and I've been saying it for 20 years. So it is truly a game changer. I mean, it makes life so much better.

But, again, you know, we have -- we applied for other funding sources. You can see some of the other source -- or the grants that we've gotten.

We worked very, very well with the State of Florida. They have been a great partner in terms of partnering with us on some of our operating and construction.

What you may not be aware of is that our express services are funded by the state. They buy the buses and they pay the operating and the capital.

So that is completely funded by the state.

One grant that I had mentioned earlier that I had neglected to put on here was our mobile ticketing grant. We got a three and a half million dollar

grant from the -- from the MPO to assist us with that.

But you should know that when you're talking about these federal grants, again, the surtax is just -- is great to have there, but as a designated recipient, as what's termed a designated recipient of the region, we applied directly to the federal government for these grants, as most transit properties do. And we're in competition for these grants.

And it -- it just works out so much better for us now that -- again, just to reiterate that the fact that we have the dollars to support any project that we want to build, when we go to the federal government directly, they now know that -- you know, in the past when we were asking for money, we would get -- you know, we would get the two, \$3,000,000 for the Lo-No, but when we got to 17.3, it was clearly a signal to us that they knew that we were a significant player in the region, and that they actually encourage us to bring projects to them.

So when we start moving into our larger capital projects such as rail, I believe we -- we'll get a lot of federal support.

Okay. And that wraps up the presentation.

If there's any questions, I'd be happy to try to address them for you.

MR. HOOPER: Okay. This is the most exciting stuff, folks, so you should have questions.

Do we have any Board members that have questions?

DR. KELLEY: I'd like to say something.

MR. HOOPER: Go right ahead.

DR. KELLEY: Well, I have four points.

First, I wanted to say, as a frequent paratransit rider, I really appreciate the accommodations that the transit system has made for the pandemic. I mean, I feel very safe traveling with paratransit, and I use it for work and medical and all kinds of running around the County.

So it feels very safe, and I really appreciate that.

Plus, having the fares suspended doesn't hurt, either.

But it's very exciting to hear about the projects in Broward. And I agree, three cheers for a dedicated funding source. It makes a huge difference.

And the last thing I have was I was just curious about you mentioned doing a study about what having a fare-free -- a fare-free transit system in the County would do for ridership.

And I think that's really exciting.

And I was just wondering, you know, you said that was being done in other places in the country. Like what city?

MR. WALTON: I know that Kansas City is actually operating that way now. And Los Angeles Metro is considering fare-free.

They're considering a number of options. One of the things, they're look -- they're looking at totally fare-free. And they're also looking at congestion pricing, one of -- one of the things that I don't think we're at that

point yet.

But they're -- Kansas City, L.A., and there are a couple small -- much smaller entities. We would be probably the largest what I would term mid-size system that would consider this at this point.

DR. KELLEY: Uh-huh.

MR. HOOPER: For a point of reference, can you tell us how much fare makes up for total cost? Like what's the percentage of fare versus cost?

MR. WALTON: What we -- in our industry, what we call -- that is termed fare box recovery rate. And that's basically the -- the percentage of the operating revenues that come out of the farebox.

We are -- we have been historically one of the highest in the nation. And we're right now at about 25, 26 percent.

Years ago, we were much higher. The reason we were much higher is that, number one, our ridership was -- was higher, and our fleet was smaller, so we had more passengers per hour.

As we've grown the system with the addition of the -- the buses that, you know, some are provided by surtax, we were able to reduce those crowds.

Operating costs have gone up, but the return ratio has gone down.

So typically around the country, you're probably seeing, depending on how systems operate, but into the 20 to 22 percent.

You know, I think if you look at -- if you look at just bus only, I think

Palm Tran is about 14, 15 percent, and, you know, we're -- we're higher than Miami-Dade as well, but -- which indicates to me that --

DR. KELLEY: Thank you.

MR. WALTON: -- you know, we're -- we're operating very efficiently.

MR. HOOPER: And it -- and it also indicates that the -- your idea is not like you're -- you're asking for a hundred percent of -- the fare is covering a hundred percent of the cost and that this would be a super expensive move.

It would be an expensive move, but there's ways to figure it out, either through resident permits or stuff like that, where maybe visitors still pay for fares, but it's just a way to make it -- to increase ridership and to make it more affordable --

DR. KELLEY: Right.

MR. HOOPER: -- people that need it, right? Is that --

MR. WALTON: Increase ridership, and, again, the objective is to get cars off the road.

If we could increase our --

DR. KELLEY: Right.

MR. WALTON: -- right -- right now, you know, maybe less than two percent of people are using transit as -- as -- if we could get that up to five percent, it would make a significant improvement on our roads.

So, yes, it would cost us more on one side, and, you know, the paratransit issue. We couldn't just -- when you -- when you talk about free

fare, you're taking free fare for the entire system, paratransit, if we build rail, the entire system.

So, yeah, those costs would have to be covered somehow.

But you also benefit on the other side because of -- of the congestion mitigation, the air quality improvements.

So, yeah. And there's -- there will be ways -- we need to figure out some ways to kind of offset those costs.

MS. PENNANT: Mr. Chair?

MR. HOOPER: Yes. Yes, go right ahead.

MS. PENNANT: First -- just a couple of comments.

First, thank you for making sure the 30 percent is being satisfied across the board.

And this is not necessarily a question for you, but it's something that I've been contemplating. And it's just with respect to everything related to transportation.

I know because of the pandemic, I think that we're going to see some corporate changes across the board where companies are deciding to have some percentage of their staff work from home.

MR. WALTON: Uh-huh.

MS. PENNANT: So I think -- I'm curious to know if anybody is doing any studies to just kind of extrapolate some data that would -- would speak to number of cars on the roads. As you -- you know, that's a primary goal.

So I think we're going to see some companies just making that move.

Is there anything being done to get an assessment of where we could be post-pandemic?

MR. WALTON: You know, I could probably get the information for you from our traffic people if they're looking at, you know, those types of projections.

From the transportation side, you know, from a national perspective, we do recognize that, yes, there will be more telework.

And, depending on the community -- you know, most of our ridership is what we term a captive ridership, that really don't have other options.

Some of our services, in terms of the express services, those are what we call choice riders. Those are the ones that more than likely we would lose, or some percentage of them we would lose, that would -- would do the - the telework, because they have those options.

Some of our -- a lot of our ridership, you know, has to actually physically get up and go to work.

But at this point, it's all conjecture, because it's all new to us. I mean, I - I'm guessing, just like everybody else across the country is. We just don't know. At this point, we just don't know.

MR. HOOPER: Yeah, we've been in discussions with a very large office developer in -- worldwide, and they are on top of it. And they -- they're guessing that it'll go from, say, four people per thousand square feet in office

space to a lower number, maybe three people per office, so that the spaces will get more generous and that there will be a certain schedule of less employees coming every single day.

But they're saying the same thing that Chris just said. Right now, it's just a guess. We'll have to see how it shakes out in a year or two years.

But that's the way office space will be planning in the future, is potentially a lighter load, you know.

MS. PENNANT: Right. Right. Which is what I suspect. And so I just was curious to know whether or not, you know, anybody's looking at that at all. All right.

MS. CASSINI: Ms. Pennant, we can certainly ask our Public Works and Traffic engineering folks, maybe six, seven months from now, when, you know, things have stabilized a bit, if they have that kind of data and bring it back to you so that you can see the trends over time.

MS. PENNANT: All right. Because I know even just, you know, where I work, people are -- they're -- they're -- they're looking at that, you know, how many employees are going to come in. And so there may be more conversations going on, especially with some of our larger employers, and I didn't know whether or not the County is trying to assess that information.

MR. HOOPER: That's a good question. Don't leave.

MR. WALTON: Oh, okay.

MR. HOOPER: Because I'm going to let the others ask questions, but I

have a lot of things.

MR. WALTON: Oh, okay. All right.

MR. HOOPER: I -- this is -- your feeding me, you know, stuff I like.

So are there other board members that have questions?

MR. SMITH: Mr. Chair, I've got a comment and a question, so -- if that's okay.

MR. HOOPER: Certainly.

MR. SMITH: So it's interesting. It kind of ties in a little bit to what you guys are talking about. I mean, one thing is that this makes me think of -- first off, thank you for the great presentation. I'm happy to see all of these improvements. It's great.

And, you know, one thing is I think we have an image issue. I mean, we're going from an under funded and under used system to a system we really want to see perceived -- or we want to be perceived in a different way.

And, as Chris mentioned, these choice riders, we need to capitalize on increasing those.

And I think in terms of population and where we're headed down here, there's a lot of dynamics that add to this idea that maybe there'll be less people in offices.

And one of those is that there's more people, I believe, coming here, and that will be coming here.

One reason for that is the change in the tax code in 2018, and then

even people that are going into the winter months now are saying you know what? I can't eat outdoors anymore. You know, maybe I'll have a domicile down in South Florida.

I think that's what's keeping our real estate where it is.

So it's just kind of interesting when you think about it.

We need these systems, in my opinion, more than ever. And I just want to make sure that, you know, as we're pushing along with these innovative systems, we're really thinking about the rider base and how do we pivot our, you know, P.R. campaigns and our image kind of makeover for our system, you know, at the same time to make sure we have that ridership long term.

MR. WALTON: Yeah, well, I agree. And, you know, what we talk about at Transit is building a world-class transportation system. And we take a look at the best in North America, and we try to poach and model ourselves after, you know, some of the systems that are the constant award winners, you know, annually.

And that opportunity does present itself to us now.

So you -- you're absolutely right in terms of, you know, you always want to increase your ridership, you always want to be the option of choice.

And when you go to other cities, you know, you see people get on buses with briefcases and, you know, you get the professional -- and we do -- you know, don't get me wrong. We do have some of that, just not enough.

I agree with you in terms of the population growth in the County.

And I think that's why the high capacity study's going to be so important, because we need systems that are going to move people quickly through -- through our streets.

And our high capacity such as rail and BRT will do just that.

People will ride public transit if it is safe, if it is clean, and if it is competitive in terms of travel time with the car.

So we know that we're clean. We're working with the County and the Sheriff's Office to do some things to make it more safe.

We need to improve our travel times. We can do that with our -- with the growth in services and with providing other systems that actually move people faster.

Because I really believe the fastest ridership segment that we were -- we had growing was our express services. And that was because people could make -- they could ride the bus, they could park their cars so they save all the wear and tear on their vehicles. I mean, I've had people tell me that their insurance rates have gone down, they could actually start working on -- before they get to work, because our buses are all equipped with wi-fi.

And the travel time, I mean, there was less stress, and the travel time was competitive with the car.

So, I mean, there are tons of advantages.

So if we can offer that for a larger number of people, again, with our

high capacity rail systems, I think we'll be a magnet for all classes of riders.

MR. HOOPER: You know, when you talk about -- because I think Shea was kind of alluding to marketing -- you know, it's been -- gosh, has it almost been two years? It's been two years almost.

So when we approved the surtax countywide, it takes time to mobilize -
-

MR. WALTON: Uh-huh.

MR. HOOPER: -- your efforts, and planning and design takes, on any project, a year to two years, minimum. Okay?

And now we're seeing, through your presentation, the possibilities. We're seeing the -- and we're seeing the benefits of dedicated funding that spurs on more funding.

It's like, if you've got a buck, it's almost like the bank. You know how when we're -- as we're getting older, we're like -- when you're young, you're like, they won't lend me any money but I need money. Right? You've got to have money in the bank to get someone to lend you money.

Well, now we've got money, and we can get more money. Okay?

MR. WALTON: Absolutely.

MR. HOOPER: So we're like this mature county now, because we've done this and -- financially, and then all the possibilities, putting light rail in -- on corridors, and then what's the collateral benefit to that?

Well, affordable housing. Okay? Putting homes, developing homes

and apartments that are along these corridors that get people to work, possibly free of charge.

So now you're not paying for your car as much, or at all. You're getting to work. You're on revitalized neighborhood, like the neighborhood -- those corridors are going to get redeveloped and they're going to look nicer.

MR. WALTON: Uh-huh.

MR. HOOPER: So there's more collateral benefit.

There's so much that comes with this component to a -- a public investment that we just don't even know yet. And we talk about COVID and things that are going to happen over the next two years, but this is a 30-year plan. This is the big picture.

And, over time, we're going to see even more collateral benefits that we didn't think -- that we didn't even know were going to happen.

So I think at this moment in time, because we're stepping into the marketing side of it, I think at this moment in time, we could almost take what Chris just presented to us and start getting it out there, because there is some really exciting stuff that's coming.

And like, for instance, the Lauderhill Mall, that's happening now --

MR. WALTON: Yes.

MR. HOOPER: -- right?

MR. WALTON: Uh-huh.

MR. HOOPER: You look at that, that is -- it looks super modern, super

cutting edge. It's benefitting the community that it's going to be in. And it also lifts the bar for other things to come in the future. And it makes people look at that neighborhood and say, hey, there's really positive stuff happening here.

So I just think things like that, we've got to really promote our -- toot the horn, you know, and say, hey, this is what the possibility is.

And then that answers a lot of the questions that Shea's talking about, where folks need to know that this stuff is coming.

So on a marketing side, if we can start pushing -- yeah, go right ahead, Gretchen.

MS. CASSINI: Thank you, Mr. Chair.

And to Shea's point as well, that's one of the reasons why we're doing the big showcase and the media event that we've talked to you all about, and why we've invited Chris to bring one of the electric vehicles and some of the new over-the-road coaches or -- you know, whatever, paratransit vehicles, whatever you can spare that day --

MR. WALTON: Uh-huh.

MS. CASSINI: -- to really show off what we're doing in the transit area and really in every line of business that the surtax is touching.

Hopefully, we get lots of media traction on that.

MR. HOOPER: So I have another question. So on that micro-transit thing --

MR. WALTON: Uh-huh.

MR. HOOPER: -- where some of it is during the day and some of it is for like the late night --

MR. WALTON: Right.

MR. HOOPER: -- users.

MR. WALTON: Right.

MR. HOOPER: And -- because that's a -- that's -- that's one that you've got to get your arms around and either -- maybe there's a model somewhere that we can copy or -- and sometimes -- you know, I'm not big on this, okay? I never have been. But sometimes you've got to weigh out the operation and say, well, maybe a private facility can do that, like the Ubers and the Lyfts of the world.

If you were willing -- if our -- if we were willing to give a pass or pay for a pass that those employees that are going to the hospital or to different places could -- and I -- I know that might be something that we don't --

MR. WALTON: No.

MR. HOOPER: -- want to hear.

MR. WALTON: No. No, no.

MR. HOOPER: But --

MR. WALTON: No.

MR. HOOPER: -- but -- but, you know, that -- that also --

MR. WALTON: No --

MR. HOOPER: -- could be a -- a solution.

MR. WALTON: -- that -- that is the plan exactly. Those will be competitively bid. We will put that out for -- because there are providers in the market that do that.

MR. HOOPER: Right.

MR. WALTON: I think Fort Lauderdale had -- I forget what they call it, little golf cart kind of things.

MR. HOOPER: The go something.

MS. CASSINI: Freebee.

MR. WALTON: Yeah, the Freebee.

MR. HOOPER: Freebee. Freebee.

MR. WALTON: You know, we can't use that because, you know, we would have to have vehicles that meet federal motor vehicle safety standards.

MR. HOOPER: Right.

MR. WALTON: So we built that into our solicitation.

But the -- you're absolutely right. We don't need to operate that. You know, we put that out to market, we get a good competitive price --

MR. HOOPER: Right.

MR. WALTON: -- and we push it out.

MR. HOOPER: Oh, that's great.

MR. WALTON: I mean, our paratransit service is like that now. We

don't operate that directly. We have contractors do that.

MR. HOOPER: I got you.

And then also on the light rail, you know, you're talking about these battery-operated buses, which, you know, you're already seeing it. There's pickup trucks that are coming out now that are 350 mile range, which I'm going to be buying as soon as one that I like comes along.

But -- but I just -- I feel like battery technology is getting better by the minute, practically. And at some point, you're going to find that the buses are going to -- you're not going to worry about it anymore. They just going to go from Point A to Point B and you won't lose any time. And you'll plug them in for 15 minutes and it'll pick up another hour to two hours.

What about light rail, you know? Is that going to potentially be battery-operated? And then all those curmudgeons that were screaming about overhead can -- what do that it? Can --

MR. WALTON: Catenary.

MS. WALLACE: Catenary wires.

MR. WALTON: Catenary.

MR. HOOPER: Catenary lines and we don't want more lines in the sky.

So tell me about what your thoughts are on that with the batteries and potential light rail.

MR. WALTON: That technology is coming. You know, even back when

we were talking about, you know, the Wave project, manufacturers were developing batteries that could actually move the vehicle off catenary --

MR. HOOPER: Right.

MR. WALTON: -- for longer and longer distances.

That is still being developed, and those distances -- I mean, there's nothing independent at this point of catenary with that battery technology.

But there -- there's a technology called super capacitors, meaning that you put the super caps in the vehicles and when they stop to load -- they charge real fast, but they discharge very fast, so every time you stop, they're charging, and then they discharge.

So that technology is there.

MR. HOOPER: Wow.

MR. WALTON: But probably the most exciting technology is the -- I'm trying to think. It's running -- it's actually a German technology. It's a hybrid form. It's hydrogen, where --

MR. HOOPER: Wow.

MR. WALTON: -- and we're running hydrogen buses now across the country, but that -- now it's been adapted to trains. There's a hydrogen train running now that basically has hydrogen tanks with one battery. And the hydrogen tanks charge the battery which drive the vehicle.

MR. HOOPER: Wow.

MR. WALTON: So we're seeing train technology using hydrogen with

one battery that's driving the vehicle. So that eliminates the need for catenary.

MR. HOOPER: Wow.

MR. WALTON: Now, again, using federal funds, we're restricted to using technology that is American made.

If we were to not use federal funds, we could buy whatever we wanted. But if we want FTA participation --

MR. HOOPER: Right.

MR. WALTON: -- you know, we -- we've got to buy -- you know, just buy American technology.

But the technology is coming.

There's also technology out there that actually -- and this is in France and a couple other places, where you actually just power the segment of track where the train is moving -- is parked underneath.

So -- as opposed to what's called a third rail that you -- you have on regular trains, it's just power from underneath.

And as the bus moves over each segment, it just powers that segment. So it's safe to walk across.

MR. HOOPER: Oh, wow. Cool.

MR. WALTON: But as -- as the -- as the train, not bus --

MR. HOOPER: That's amazing.

MR. WALTON: As the train moves forward, it's just powering each

segment along the line.

That exists now.

MR. HOOPER: Wow, that's amazing.

Well, you've answered all my questions. I really appreciate it.

Are there other questions from --

DR. KELLEY: Can I --

MR. HOOPER: -- the board? Yes.

DR. KELLEY: Yeah.

MR. HOOPER: Ms. Kelley?

DR. KELLEY: Can I just say a quick -- yeah -- just a quick thing.

This is, for me, the most fun board meeting I've attended so far, because listening -- well, listening to this discussion is exactly the way I look at and live in and love life in Broward County. And I've been working on transformational stuff, but with the elections office situation, you know, trying to transform Broward into not being a national disgrace as far as elections go, right?

But listening to this today, I just feel like it's so wonderful to be in Broward at a keystone time for transformation in transportation, you know, getting people around to enjoy everything that Broward has to offer.

And I just -- I feel that we're really lucky to -- really fortunate to have such a learned visionary in Chris, Chris Walton.

So thank you for the presentation and just for the transformational

excitement today.

MR. WALTON: Well, thank you.

MR. HOOPER: Are there other questions?

MR. CAVROS: Mr. Chair, this is George Cavros.

MR. HOOPER: Yes, sir. Go right ahead.

MR. CAVROS: Yeah. I also wanted to thank Chris for his presentation, and kudos on the purchase of the 12 electric buses.

I know that you did not use surtax funds for that purchase, but once the electric buses are proven in service, I hope you'll come back to us to expand that fleet.

And I also want to let you know that I was intrigued by the fare-free ridership. You know, there was some conversation earlier about making our bus -- our transit system safe, clean, and competitive. Well, if you want to make it competitive, you know, fare-free ridership is -- is one way to go.

Mobility is just so important to our community, you know, advancing the public health, safety, and welfare, and, you know, it drives our economy, as well, you know, especially helping to get folks to work, and those especially in our service-based economy.

So, you know, I'm looking forward to continuing that conversation as well.

Thank you.

MS. PENNANT: Mr. Chair?

MR. HOOPER: Yes, Ms. Pennant.

MS. PENNANT: I, too, want to celebrate the great work that Chris and his team are doing. Very impressive.

I'm excited about all of what's happening.

You mentioned earlier something about barriers to the range of electric buses. Would you touch -- touch on -- do you have any idea what you think those barriers could be just moving forward?

MR. WALTON: Well, it -- it's really just the development of battery technology.

Ten years ago, when bus manufacturers came to talk to us, if they had a bus that could go 50, 60 miles on batteries, they were excited.

Five years ago, it was 110 miles they were excited.

We've brought in buses in the last couple years that would get, you know, 170, 180.

And not to get off into the weeds, but, you know, the buses that we're buying, the batteries have -- we were looking at buses that, at couple years ago, had 440 kilowatt batteries.

Basically what that told us is at full load and the summer sun in Florida, we would probably need, to -- in order to approximate the range of a diesel bus, probably a bus and a half, which meant that we would have to spend 50 percent more in terms of capital just to move the -- the same -- to cover the same ground.

The buses that we're buying have 660 watt -- kilowatt capacity, which they have indicated to us will give us a one-to-one ratio.

The federal government only allows us a 20 percent spare ratio, so we can't have all these extra buses sitting around.

So if we can -- if we can -- and the range of these buses -- and we're proving it, because we don't just take their word for it. We bring those buses here and we fill them up with people, and we drive them around for a month.

And we did that with the four top electric bus manufacturers two summers ago.

Battery technology is appreciating every year. And that has really been the only impediment that has held up electric bus proliferation in this country.

Because the bus itself is just a bus. It is the power source and how you get that range. Because, you know, if a diesel bus, you could be out there all day and not worry about it. The battery bus, you'd have to bring it in and charge it for a few hours, or either charge it at the end of the line, which actually slows down -- it means you've got to put more buses in the line to make sure that you -- you're maintaining your -- your headway, your interval between buses.

So when you can get that down to one-to-one, when you get that range that approximates a diesel bus, then -- then you -- you will see battery buses across this country take off.

MS. PENNANT: Thank you. Thanks.

MR. WALTON: Uh-huh.

MR. HOOPER: You know, in my business, I have had the pleasure of working with planners, people that plan things out, and engineers. And, you know, I know that Chris, when he started, when he got out of college and decided to get into transportation and all of the folks that have worked before and after him and with him, FDOT folks, MPO folks, they -- and even like when I work with the County of Fort Lauderdale with the Planning Department for construction, they all have a vision, and they all want to do things that are cutting edge and that -- like really transformative.

And sometimes it's a lack of funding. Sometimes it could be a Commission that sees things one way or another and it doesn't quite get you there.

And we are at that point in this moment in time, like Ms. Kelley said, that now we can actually let them play in the sandbox with all of the different things that they want to actually create something.

And that not only leads to a better community, all the things we talked about before, but it also starts to attract more innovators to his staff.

People are going to -- they're going to look at us like we used to look at Portland and we used to look at other cities that were growing.

Now we've gone from being, I'm going to say Wichita State to Alabama

--

(Laughter.)

MR. HOOPER: -- in football. Okay? We are now becoming one of those elite programs. I'm -- it's true. And -- and --

MR. WALTON: You're right.

MR. HOOPER: -- and there's going to be players that are going to want to be on our team that are going to come with more innovation and more ideas, and it just starts to perpetuate itself.

So Ms. Kelley's right, this is a moment in time when we should be very excited. We should go around and let other people know, as ambassadors of the program.

And I know Gretchen's just dying to do that.

And so I'm just -- I just want to say that, because I know you've been waiting for a long time for --

MR. WALTON: Uh-huh.

MR. HOOPER: -- these kinds of opportunities, and so has your staff. And --

MR. WALTON: Uh-huh.

MR. HOOPER: -- it's like your -- your shackles are being removed and you're able to get that done, right? Because it feels like we've been -- as a community, been kind of held down for a while.

MR. WALTON: We -- you're absolutely right. We -- we have been -- we -- we've been just kind of treading water.

MR. HOOPER: Yeah.

MR. WALTON: But, you know, you make some good points in that the transit community knows. When we post -- when we post a job and people call, they know about the surtax. They know about the things that are going on here.

You know, in our -- in our transit community, they probably know more than maybe the community at large here.

But there -- I mean, I get questions. Before the pandemic, I couldn't tell you the number of presentations I made across the country. How did you do that? How did you pass the surtax?

I mean, Gretchen got offers to go places.

I mean, not -- I couldn't -- at least ten times I was asked to come and present -- make -- make a presentation about how Broward did this.

And, you know, when I go to conferences now, I mean, people recognize the fact that I'm from Broward and that we've done this, and, you know, they're trying to do this.

I sat on a Zoom panel a couple of months back with City of Charlotte, who is going out for a surtax. It was me, it was the Transit Director from Nashville, who had a recent failure, and Austin, Texas, who is on the ballot as well.

And all the questions were for me. You know, how'd you guys do this. So --

MS. PENNANT: Rockstar.

DR. KELLEY: I think we're basically whatever the transit version of a shining light on a hill, you know, for other communities. It's a very exciting time.

MR. HOOPER: Yeah.

MR. WALTON: Well, we will be.

MR. HOOPER: That's right.

Do we have any other questions or comments?

Thank you very much, Chris. We really appreciate everything you and your staff are doing.

MR. WALTON: Thank you.

MR. HOOPER: Thank you very --

MR. WALTON: And we appreciate --

MR. HOOPER: -- much.

MR. WALTON: -- all of your efforts, as well.

MR. HOOPER: Yeah. Thank you.

III Broward County Metropolitan Planning Organization (MPO)

Overview

MR. HOOPER: Next?

MS. CASSINI: Mr. Caletka.

MR. HOOPER: Who?

MS. CASSINI: MPO.

MR. HOOPER: Oh, okay. MPO is up. Okay.

MS. CASSINI: Mr. Caletka, are you on the line? Could you say something so we make sure that we can hear you?

MR. CALETKA: Yes, ma'am. Can you hear me?

MS. KALIL: We can.

MS. CASSINI: We --

MS. KALIL: And can you just move the mouse around so I can assure you have control of the slides? Perfect. Thank you.

MS. CASSINI: Mr. Caletka, you can go ahead and advance the slides, make sure that you have control, please.

MR. CALETKA: I am attempting to. Bear with me.

MS. KALIL: So you can use the space bar or just click through.

MS. CASSINI: And while we wait --

MR. CALETKA: It says I'm controlling the Office of Public Communications' screen, but it's not advancing.

MS. CASSINI: Did you try the arrows and the space bar?

MR. JORGENSEN: Click the mouse in the -- on the slide.

MS. KALIL: Can you click your mouse? Can you left click onto the slide? There we go.

MR. JORGENSEN: There you go. Now you've --

MS. KALIL: Thank you.

MR. JORGENSEN: -- got control.

MR. CALETKA: Oh, great. Thank you.

Good morning, Chair Hooper and members of the Oversight Board. My name is Bryan Caletka, and I am the Director of Transportation Policy for the Broward Metropolitan Planning Organization.

First, I would like to extend a thank you to Mrs. Cassini for inviting me here to provide you with a presentation from the Broward MPO.

Today I will be providing you with an overview of our organization and provide you with insight and value that our organization brings to Broward County.

The federal government requires that all urbanized areas have an MPO. And the urbanized area is defined as an area containing more than 50,000 residents.

Only the area that is buildable is in an urbanized area.

So here, you can see that although Broward County is 12,030 square miles, only 431 square miles are in the urbanized area.

This is information provided about our anticipated population growth and job growth taken directly from Broward County's planning and demographics web page.

In general, both the number of residents and number of jobs are expected to increase through 2045.

We are a single county MPO and located in the Miami urbanized area, which stretches from Miami-Dade County all the way up to the Martin County line.

Federal Code 23 USC 134 establishes MPOs to encourage and promote the safe and efficient management, operation, and development of service transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between states and urbanized areas, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes.

It structures the MPO as to be made up of local elected officials.

Chapter 339 Florida Statutes provides scope of work with other MPOs and local political subdivisions.

The appropriate method of coordination between MPOs shall vary depending upon the project involved and given local and regional needs.

Consequently, it is appropriate to set forth a flexible methodology that can be used by MPOs to coordinate with other MPOs and appropriate political subdivisions as circumstances demand.

There are many provisions in the federal code and state statutes, and they are summarized as, one, we are federally mandated; two, we are a large MPO by definition because we have more than 200,000 residents; three, the policy board gives us direction and is made up of local elected officials; four, we carry out a broad type of services to Broward County and the cities authorized by federal code and state statutes. We carry these services out through an interlocal agreement with a political subdivision in

Broward County.

And, five, we are required to obtain federal certification every four years. And our last certification was on October 31, 2019.

The idea that the MPO is made up of local elected officials is important. We could take the entire surtax board on a parade of each of our homes, and then, when we return back to the office, if we were asked to draw a picture of, let's say, my home, I am betting, artistic skills aside, that my rendition of my home would be better than your renditions because I have that familiarity.

Not that yours would be totally off base, it is just you know your backyard better than anybody else.

Meet our Executive Committee. Our Chair of the board is Mayor Frank Ortis from Pembroke Pines. Our Vice Chair is School Board member Patti Good. Our Deputy Vice Chair is Lighthouse Point Commissioner Sandy Johnson.

These three have the authority to make decisions in a state of emergency such as a hurricane.

The other four members of the Executive Committee include the former Chair of the board, Commissioner Dick Blattner from Hollywood, County Commission representative Commissioner Beam Furr, At-large member, Commissioner Yvette Colbourne of the City of Miramar, and small cities representative Commissioner Bill Harris of Dania Beach.

The Executive Committee has the authority to approve contracts up to \$250,000 without full board approval, and all items of business go through the Executive Board for consideration before heading to the full board for consideration.

If the Executive Board executes a contract without full board approval, a super majority or two-thirds vote is required for approval.

Here are the other members of the policy board that are not on the Executive Committee.

As you can see, we have four other County Commissioners on our board. They include Commissioner Tim Ryan, that represents the South Florida Regional Transportation Council.

We also have Commissioner Dr. Barbara Sharief, Commissioner Udine, and Commissioner Fisher.

The five of them collectively represent each different geographic area of the County.

Even though our board has 38 seats, the state limits us to 25 voting members.

All five County Commissioners, the School Board member, and the 18 largest cities always get a vote, if present at the meeting.

The largest city, Fort Lauderdale, has two representatives that can always vote.

If one of the permanent voting members of the board is absent, a

small city is allowed to vote based on, first, the geographic area of the missing member, and then, second, by the population of the city.

The Broward MPO has many partner agencies, including Broward County, the cities of Broward County, and Broward schools.

At the state level, we work with the Florida Department of Transportation, the other 26 MPOs in Florida, and the State MPO.

At the State MPO, known as the MPOAC, our representative is Lighthouse Point Commissioner Sandy Johnson.

At the national level, we work with the United States Department of Transportation, National Association of Regional Councils, or NARC, and Association of Metropolitan Planning Organizations, or AMPO.

The Broward MPO Executive Director, Mr. Gregory Stuart, sits on the Board of Directors for both NARC and AMPO.

The Southeast Florida transportation Council, or SEFTC, is made up of the tri-county area.

This board is made up of three elected officials, one from each of the three counties.

Our representative is Commissioner Beam Furr.

Each member of this board is forced to play nice, as each county has all veto authority.

This organization makes a regional long-range transportation plan and is not just a paperclip of the plans developed in each of the three counties.

This is how we made and supported Tri-Rail and supported those in transit.

These are our core products. They are called core products because it is the minimum that an MPO can do under the law.

The Metropolitan Transportation Plan is our long-range plan. From that plan, we pull out the projects that are a priority as set by Policy Board.

Finally, we pull projects from the priorities list for a five-year plan called the Transportation Improvement Plan.

All of this work must be reflected in our budget, which is legally called the Unified Planning Work Program. It is a two-year budget.

The budget pays for the Strategic Business Plan and the Strategic Business Plan is set by the policy of the Policy Board.

Finally, all of these documents utilize input from the public as found in our Public Participation Plan.

Let us look at little closer at the Metropolitan Transportation Plan. It is our long-range plan that currently takes us out into 2045.

All projects in this plan must be cost feasible.

It is updated every five years, and our plan was just updated in December 2019.

Let us take a closer look at the Transportation Improvement Plan. This is our five-year plan.

Every year, we finish the current year's projects and take them off of the plan because they are completed. We roll forward the four remaining years, and add to the fifth year from the priorities list based on projects and available funding.

The TIP actually uses estimated dollar values of the year of construction, so a consumer index multiplier is applied to the cost of projects.

This means the cost of the project does not change as we approach the year of construction.

So you're asking yourself, why did this guy just discuss two of the core products in detail. It is important because earmarks in Congress are dead. It used to be that every member of Congress could get 2,000,000 in appropriations, and if you served on Appropriations, you received 3,000,000 for your district.

Congress decided to change the rules, and now everything must be funded in bills.

In addition to having great partnerships, we regularly work with the federal government.

Any surtax money that Broward County wants to leverage for federal money must be included in the Metropolitan Transportation Plan and the Transportation Improvement Plan.

Any project that needs federal approval must also be in the MTP or the TI -- and the TIP.

Here is my contact information. I remain available for questions, and feel free to contact me if any questions come up at a later date.

Thank you.

MR. HOOPER: Thank you, Bryan.

Do we have any questions from the board?

MS. PENNANT: I have one. Thank you, Mr. Chair.

MR. HOOPER: Go ahead.

MS. PENNANT: Thanks, Bryan, for your informative presentation.

I was curious to know whether or not the Executive Board is a paid board or are all board members operating in a voluntary capacity.

MR. CALETKA: So it is unpaid. I'm not sure, to answer the voluntary or not. Each city appoints one of their Commissioners to serve on the MPO.

MS. PENNANT: Thank you.

MR. CALETKA: You're welcome. Thank you.

MR. HOOPER: Any other questions?

Thank you very much, Bryan. I really appreciate your presentation.

MR. CALETKA: Thank you, sir. Have a great day.

MR. HOOPER: You, too.

Okay. What do we want to do? We're at 11:30.

MS. CASSINI: We have two more presentations, and then we'll break for lunch. We're on perfect time.

MR. HOOPER: Oh, good.

MS. CASSINI: Perfect.

MR. HOOPER: Okay.

IV Federal Outlook and Transportation Policy Look Ahead

(Thorn Run Partners)

MS. CASSINI: So we do have a presenter that's on the line, Mr. Burns, who has a hard stop at 12:20, so I just wanted to make sure that we at least got through that one.

So, Greg, could you please indicate whether you're on the line, make sure that we can hear you?

MR. BURNS: Hi, Gretchen. This is Greg Burns. I'm here.

MS. CASSINI: Great. Thank you so much.

MR. BURNS: So I'm actually seeing if I can start my video. I was -- would you all like me to share my screen? Is that the easiest way to do this? Or shall I -- shall you all just run through it on your screen?

MS. CASSINI: I think that what's going to happen is that we are going to give you control, and you're going to need to accept that control, and then we'll need to make sure that you actually have it by watching you move around on the screen, and then try to advance the slides.

Are you getting a --

MR. BURNS: Perfect. Thank you.

MS. CASSINI: -- are you getting a message that's --

MR. JORGENSEN: Who are we looking for? What's his name?

MS. CASSINI: -- Greg Burns.

MS. WALLACE: Greg Burns. All right. There we go.

MS. CASSINI: Okay. You're going to receive a message. Accept control when you get that.

There we go. Great.

Go ahead, Greg.

MR. BURNS: All right. Perfect. Okay. I've got control. Thank you. I appreciate it.

Well, my name's Greg Burns. Thanks for the opportunity to be here with you all today.

I actually jumped forward a little too much.

I'm here to chat with you about the upcoming election on Tuesday very briefly, but, more importantly, talk really about what that -- what potential outcomes could occur, and then, you know, how that could impact transportation policy looking forward.

So -- sorry. I think there's a slight lag in the presentation as I click forward. I'm just waiting for that to come through. Got to love technology, right?

Okay. Again, my name is Greg Burns. I work at a lobbying firm in Washington, D.C. called Thorn Run Partners. I've been doing this now for over 20 years, which is surprising to me, for sure. But happy to now have reached that milestone.

Before I was a lobbyist, I did work on Capitol Hill for a member of Congress, but, really, I've spent the -- the vast majority of my career as a lobbyist representing local governments.

I have represented Broward County for the past several years, probably about five or so.

And just of your information, last year we did have a really large success on behalf of the County with relation to Port Everglades getting the deepening and widening project started. So you all may have seen some news about that, and -- and we're real -- we were really proud to have supported the County and the port in that effort.

Sorry. There is definitely a lag between what I'm saying and where the screen is. So --

MS. CASSINI: Greg -- Greg, I'm sorry --

MR. BURNS: -- with respect --

MS. CASSINI: -- let me just interrupt you for one second. Are you using the Zoom link? There should be no lag.

MR. BURNS: Yes.

MS. CASSINI: You are. Okay. Thank you.

MR. BURNS: I am. I am.

So -- but, obviously, I'm dialed in via the phone, so that's creating maybe some change, too.

Anyway, so where do we stand today with respect to transportation

policy at the federal level?

As you all may have heard, and Gretchen surely has shared with you, Congress did extend the FAST Act in the last short-term government funding bill to keep the government open.

So they extended the authorization, the previous long-term surface transportation authorization through the end of September of 2021.

Meanwhile, for the past really two years, Congress has been in pretty deep conversation about how to reauthorize that program for the future.

In the House, they passed a -- not a -- a partisan, I would say, and I don't mean that in a negative way, but simply that it really did just have Democratic support when it passed -- a surface transportation authorization called the INVEST Act.

A big part of that bill, from a broad perspective, is it included a lot of additional funding for all modes of transportation, which we really saw as a very positive development.

Meanwhile, the Senate Environment and Public Works Committee, not the full Senate, but one of the committees that has jurisdiction over surface transportation policy in the Senate, did pass what they called the America's Transportation Investment Act, I believe, ATIA.

It was only related to highways, because in the Senate, they have multiple committees that deal with rail and transit, as well as the highway portion of the surface transportation bill.

And so they only passed a highway-specific version. They would have had to have done more work to incorporate the other sections of the bill. But at the time, they only worked on that highway portion.

That portion alone would have boosted spending 27 percent, which, while, granted, that's only for highways, certainly is also a positive development in the sense that both bodies recognized the need for increased investment in surface transportation programs.

On the right, you'll see a handy chart, which hopefully you can see all of, that shows a little bit of, you know, where funding levels were under the FAST Act. The dark blue bar chart is for highways, otherwise known as Federal Highway Administration funding.

The smaller, lighter blue bar is transit, denoted by the FTA, or Federal Transit Administration marker.

And then the lightest and smallest bar chart is the rail portion, known under this as Federal Railroad Administration.

So you'll note that on the Senate bill, again, it only includes highway funding, but you'll see how much more money it included or proposed.

And in the House bill, it proposed vastly more money for all modes of transportation.

I do want to note also that the EPW Senate bill that did pass, the ATIA, was a bipartisan bill. It did have Democratic support.

Looking ahead to now Tuesday, or maybe sometime after Tuesday,

once we figure out how things have shaken out with respect to the upcoming federal election, I think there's three possible outcomes that could occur with this election.

Without getting into too much detail about how they would occur, or what's behind them, the reality is, you know, we see these as being the most likely outcomes.

So one of those outcomes, certainly, is the status quo, which essentially means the reelection of President Trump, the Republicans maintain control of the Senate, and Democrats retain control of the House.

I think it's also possible that we could see a change of administration outcome where President Biden wins the president -- or, excuse me, former Vice President Biden wins the election and becomes President, Republicans do maintain control of the Senate, and Democrats do maintain control of the House.

Then we also, of course, could see, potentially, under some scenarios, a -- a supposed Blue Wave, where you have Democrats essentially taking all three legislative and administrative bodies.

I think it goes with -- you know, it needs to be stated that we don't believe that the House will flip under any realistic scenario that we're aware of, at least. Doesn't mean it can't happen, but we don't think that that's likely.

We also don't think that it's likely that President Trump wins reelection and yet the Republicans lose control of the Senate.

So that's why we've chosen these three potential outcomes.

Now, with respect to how that will impact transportation policy, we're going to look to the next slide.

Under a status quo election, you know, I think one of the main focal points will remain additional COVID-19 stimulus.

Under this scenarios, I would imagine that this kind of a stimulus bill probably wouldn't have any relief for public transit in it.

It's probably not going to be as big and as vast as, you know, has been passed out of the House thus far this summer, which as known as the Heroes Act.

But, you know, again, I still think that we could see some stimulus, and there's a chance that, in this scenario, that we could -- you know, it hypothetically could include some funding for transportation or transit more specifically.

Longer term, I think a transportation bill would probably look more like the Senate bill rather than the House bill.

You know, the Senate bill has a lot of unknowns. We only know about the highway portion. We certainly need to see what the transit and the rail portions would look like to make an overall -- you know, give you -- give you a better view of what the bill actually would look like and would mean for Broward County.

But, based on where they started, the fact that it's bipartisan, the fact

that it does boost funding by a relatively significant amount, I think it's fair to say that it probably wouldn't have too many surprises that would be overly detrimental to you all.

But, again, it would probably look, under this scenario, more like the Senate bill.

I think under this scenario with respect to the election, it looks less likely that we would have an infrastructure package. You know, the president has done a lot of talk about infrastructure. Certainly, the House has passed an infrastructure bill called the Moving Forward Act. They did that this summer.

But I don't think, under this scenario, that we would probably have that kind of big investment in infrastructure, and we probably would get most of our investment through the reauthorization of a long-term surface transportation bill.

Meanwhile, I think it is important to note that if the president were to win reelection, then certainly he would have opportunities to ensure that his executive orders specifically related to regulatory streamlining, which definitely impacts transportation projects, you know, throughout the country, would certainly, you know, be cemented, that those actions would be cemented.

You know, they also, if they were facing legal challenges, which many of his actions are, you know, the next four years would offer an opportunity

for those legal challenges to play out and for those regulations to become more certain into the future.

And I think it goes without saying that the administration would continue to act in an executive fashion to pass or to approve more executive orders and other things like that that would allow for even additional, you know, sort of change in the transportation world.

So moving forward now to the election scenario where we have a -- now president -- it would be President Biden and a Republican Senate and a Democratic House, I think under this scenario, again, you'd have a situation where President Biden and a Democratic House would certainly want to pass additional COVID-19 stimulus, and it would really depend on whether or not the Senate wanted to work with them.

There's already been a lot of reluctance to the kinds of negotiations that have been going on between Speaker Pelosi and Secretary Mnuchin with respect to details on an additional COVID-19 package, and Republicans in the Senate haven't been very keen on some of the big money types of items that are discussed or being discussed.

So I think that that reluctance to pass additional -- you know, a lot of additional funding to respond to the COVID-19 pandemic, particularly with respect to additional funding for public transit that has seen their ridership suffer, is probably unlikely.

I think also that the transportation bill and the long-term outlook of that

becomes a lot less clear.

In my mind, I think, you know, frankly, that you might see a better hope of passing a long-term transportation bill should you have a status quo election than under this scenario, because I think that the Senate would not be keen on trying to increase the revenue necessary in order to pay for a much more expensive bill, even if the Environment and Public Works Committee and the other authorizing committees wanted to do so.

So I think, you know, it's really unclear as to what we would end up with here. I think it would be a very tenuous next two years with respect to transportation policy.

Again, under this scenario, I think it's very unlikely that we would see a -- an infrastructure package. I just don't see how a Republican Senate would choose to play along with President Biden and a Democratic House to spend a lot of additional money on infrastructure investment.

Again, I think it's important to notice that -- or note under this scenario that, you know, a Biden presidency would have to be very active administratively, because we would have that divide Congress.

So not only would they wipe away nearly all of Trump's executive actions, but they would certainly take new actions that would be impactful to transportation.

You know, could those things even include items related to big data or AVs, and I think that's also -- that's all possible.

I think ultimately Washington is probably going to let the innovators innovate, meaning private industry, in this case, and try not to get in their way too much.

A lot of times what happens is that when Congress has tried to legislate on items that are so fast-moving and so quickly evolving, that what works today might not work five years down the road, and yet Congress doesn't have the political ability to go ahead and change the law in the future.

So I think they're likely to remain relatively hands-off. You probably would see a lot of additional oversight activity, meaning in committees, and you could see some administrative actions, but probably not as much legislative work in this case.

So moving on to the last scenario, if we were to have a Blue Wave, what would that mean for transportation policy.

You know, under this scenario, I think it's almost certain that we would have a very large, robust COVID-19 stimulus package that would almost certainly include additional funding for public transit agencies above and beyond what was provided in the CARES Act.

I think, again, it's almost certain that we would have, under this scenario, an infrastructure package. You know, the House has already passed the Moving Forward proposal. That includes the House transportation -- the surface transportation bill called the INVEST Act. It's a portion of it.

Biden has been very clear that he would like to do an infrastructure bill, and I think that the House and Senate would certainly like to follow that lead.

I added on here a climate change agenda, because I think it's important to note that the way that, you know, former Vice President Biden sees addressing climate change is not simply rejoining the Paris Climate Compact, for instance, but that it's much broader.

He's got a plan out that talks about all the different sectors and impacts it would have across all these different sectors.

And so there would be additional investment in infrastructure, in the auto industry, in the power sector. There would be a lot of additional funding for innovation and science and tech, also focused on the agriculture sector and conservation as well.

So I thought that that was important to mention simply because, you know, you think of climate change and you -- or -- or addressing climate change, and you might think, oh, this is a really narrow thing focused on, you know the Paris Climate Accord or something.

But, no, in this kind of a scenario, I think it would be very broad, very vast, and that it would have far-reaching impacts that would impact you all in South Florida from an infrastructure perspective as well.

And then I think it's important to note that, you know, under this scenario, Congress would have a lot to do. They have so many priorities.

And I won't even begin to name, you know, even a tenth of them.

But the point is it becomes hard to see where they would then have the time and attention in this two-year period that they would have before the next -- before the mid-term elections, to tackle all of these different issues that otherwise are important to you all. Things like AVs or big data or smart city legislation.

I just don't see these things as being as critical to Democrats in the short-term. They -- they've been wanting to legislate, and, in their minds, lead, for a number of years now and have been stymied. And this would be their opportunity to really open the floodgates and try to do as much as they could.

So I think, again, from -- as I had mentioned in the last slide, from an oversight perspective, they'd be very active. Potentially, from an administrative perspective, they'd be active. But I think ultimately they will let industry sort of push forward on -- on their own, and Congress more than likely would stay out of the way.

And then last but not least, I think it's important to note that there is a very strong potential under this scenario that we would have a return of earmarks.

Frankly, it could come back even if we were to have a status quo election or, you know, Republicans maintaining control of the Senate. The House is very focused on this. Each of the members of Congress running for

the House Appropriations chairmanship, including Congresswoman Debbie Wasserman-Schultz, have made it part of their platform to suggest that they would, in fact, bring back earmarks.

So you may have additional opportunities to go after funding that -- that otherwise wouldn't be there for you all.

You know, I'm not going to say whether or not it's good to have earmarks. I actually have sort of mixed feelings on the whole thing. But certainly it would give you additional opportunities.

And last but not least, I had mentioned the end of -- end of the legislative filibuster. The reason I bring that up is I think it's very important to note that the Senate would trouble -- or, excuse me, would have trouble functioning under this scenario if they still retained the legislative filibuster.

So it is possible that they could do away with it in order to move forward more pieces of legislation.

I will note that right now they don't the -- they don't need to remove the filibuster in order to pass an infrastructure package. They're talked about doing it through an arcane process called the budget reconciliation process, which is available to the Senate essentially once a year to move a big piece of legislation.

Republicans used it to pass the 2017 tax cut bill, so Democrats I think have targeted infrastructure as a potential way to use that authority without ending the filibuster.

But, again, that's an important marker or important thing to talk about when you think of this scenario, is where would we end up with the filibuster.

So I think with that, that's probably the end of my presentation -- oh, no. Excuse me. I'm sorry.

What does this all mean for you? Apologies. Again, there was a little bit of lag for me getting the next slide.

So under any scenario, I think there's a lot of opportunity for change.

One of the things that I didn't mention is that there are already 50 retirements in the House and the Senate. That's nearly ten percent of the combined membership in the House and the Senate.

That's even before the elections occur, so we're going to have more than likely more than ten percent of Congress not returning next year for different reasons.

So I think, again, under any scenario, there's always lots of opportunity for change because there's new members, new senators.

Obviously, there could be a potential for a new administration.

So there's -- there's going to be a lot happening.

Now, with respect to, you know, your specific issues, I think I've talked about all of these to some degree, but certainly the next COVID-19 stimulus may or may not include additional funding, both for local government directly, as well as additional funding for transit operations.

With respect to infrastructure investment, we've talked about that quite

a bit.

I do think that the strong takeaway is that if Congress can get a bill done, and that is still a big if under some of these scenarios, more than likely it does invest significant new monies in all modes of transportation.

I think that very likely you'll continue to have some opportunities through grant programs like the BUILD and the INFRA program, to seek funding for either transit or, you know, road investment.

I anticipate that programs like the small and new starts programs under FTA that I know Devon and Gretchen will speak about next, you know, are certainly going to remain.

And I think also that both of the surface transportation bills that are out there right now that we're aware of, if either one of those were passed, you -- there would be new discretionary opportunities created for the County and for, you know, other groups in South Florida to certainly go after additional monies.

I also think it's -- under most of these scenarios, we're more likely to continue to have relatively robust funding for most of the programs that are important to the County right now. So that would be good.

And I do want to note, and I -- again, I think Devon will probably talk about this next, but that the House INVEST act does include language that would be really beneficial with respect to local preference programs that you all are supportive of.

And so, you know, that's a -- that's an opportunity there, you know, should certain things work out.

With that, that is the end of my presentation.

I appreciate the opportunity to be with you all today, and I'm happy to answer any questions you may have.

MR. HOOPER: Does anybody have any questions?

Okay. Not hearing any, thank you very much for this report. And it's very interesting, looking at the different possibilities.

Thank you so much.

Do we have anybody else?

MR. BURNS: Thank you.

MR. HOOPER: Okay. Thank you.

V Mobility Advancement Program (MAP) Proposed Federal Policy Positions

MS. CASSINI: So at this time, if -- Nichole, if you could come forward.

Devon, are you on the line? Ms. West?

MS. WEST: Yes, ma'am. I'm here. Can you hear me?

MS. CASSINI: Yeah. Are you seeing the slides by any chance? Okay. So I guess she's going to slide too?

MS. WEST: I am not currently.

MS. CASSINI: All right. So Nichole is going to ask you to take over control of the slide show in just a second.

MS. WEST: Okay.

MS. CASSINI: And just for all of those that are participating virtually that may not have looked at the agenda, right after this presentation, we will take a break for lunch.

Chair, do you have any idea how long you'd like to give everyone, so they can plan.

MR. HOOPER: I'm open, if anybody has any suggestions.

Thirty, 45 minutes? What do you want to do? 30?

MS. PENNANT: I have a hard stop from 12:45. I'm going to be in a meeting.

MR. HOOPER: Okay.

MS. PENNANT: I have another meeting.

MR. HOOPER: Okay.

MS. PENNANT: So and then I'll come back.

MR. HOOPER: I mean, I'm good for 30 minutes if everybody else is okay.

I -- and I ask you guys, too. What do you guys want to do?

MS. CASSINI: I'm fine with whatever the rest of the Oversight Board members who are -- again, for those of you that are on the phone, if you wanted to weigh in on 30 or 45 minutes.

DR. KELLEY: Thirty minutes is fine for me.

MR. HOOPER: Okay. That's what we'll do.

So as soon as this last presentation is over, we'll take a 30-minute break for lunch.

MS. CASSINI: Great

MR. HOOPER: Thank you.

MS. WEST: Okay. I think this is the -- no. I'm also experiencing the lag that Greg had, so bear with me. I'm just trying to get us to the right spot.

MS. CASSINI: You're there.

MS. WEST: Okay. Is Lina available as well? I just want to be sure.

MS. CASSINI: She's in she's actually here in the chamber, yes.

MS. WEST: Okay. Perfect. So then I will begin.

Good afternoon, Chair, Vice Chair, members. Thank you for the opportunity to present the Broward County federal transportation platform to you today.

My name is Devon West. I'm a Legislative Policy Advisor for Broward County. I'm one of the County's internal lobbyists, and I work in the Intergovernmental Affairs Section, where we handle all advocacy and government relations for the County.

I'm joined today by Ms. Lina Silva, and I will let her introduce herself.

MS. SILVA: Good morning, board. Lina Silva. I work as a Program Project Coordinator here for MAP, and I will be assisting in giving the legislative coordination update today.

MS. WEST: Great. Thank you, Lina.

Today we'll be presenting an overview of the Intergovernmental Affairs Section and the work we do, as well as share with you the County's proposed federal policy statement.

So the Intergovernmental Affairs, we work with our federal election officials and contract lobbyists to obtain authorization and appropriations for local projects, and to advocate for policy changes that benefit the County's interest.

In election years, we develop the federal legislative and executive program, which is the guidebook of policies and appropriations that the County Commission approved.

Staff and our lobby team use the federal program to advance the adopted positions of the Commission with our congressional representatives.

We'll bring the federal program to the Commission for approval on December 1st. I believe on the slide in front of you it says December 8th, but we have chosen to bring it forward at an earlier date, and it will be after the Commission appoints a new Mayor and Vice Mayor.

The proposed policy statements from the federal program as they relate to the transportation surtax will be presented to you today for your consideration and feedback.

If adopted by the Commission, the proposed policy statements would govern our advocacy efforts with Congress and the Executive Branch for the

117th session of Congress, which is a two-year term that convenes January 3rd, 2021 through January 3rd, 2023.

In addition to our federal program, we also have a state program that's adopted annually, but, generally speaking, we're discussing the federal program with you today as the federal policies, appropriations, and grants are most relevant to the surtax program.

For your reference, in advance of the state legislative session in Tallahassee every year there are generally five to six committee weeks where legislation begins to make its way through the legislative process.

So each bill is usually assigned three committees that it must favorably through before reaching the floor for action in both the House and the -- both the State House and the Senate.

Intergovernmental Affairs staff is very engaged in this process, and we generally spend those committee weeks on the ground in Tallahassee, as well as the 60-day legislative session which convenes Tuesday, March 2nd, 2021.

As I stated earlier, the Commission will be presented with the federal program at the December 1st Board meeting.

Included in this document are the proposed transportation policy statements, which focus on the key elements listed on the slide before you.

This is the first time we've had a section in the federal program geared specifically towards the surtax program, and it is intended to help tell the

story of our dedicated local revenue source and our ability to leverage federal discretionary funding with projects designed and ready to draw down those federal dollars.

So the next eight slides will provide background for each of the proposed policy statements listed before you now.

First, we propose that the Commission support a new surface transportation authorization.

Since Mr. Burns provided you with the background context on the FAST Act and its extension, as well as any future scenarios for passing a surface transportation authorization, I would just say that a long-term funding solution is still needed and something we propose the County continue to advocate, whether in the form of the House INVEST Act or the Senate HPIA legislation, or new legislation that gets introduced after the new session of Congress begins.

Either way, we would like to position the County to be able to take advantage of the funding that potentially becomes available.

Next, we propose the County support the continuation of federal discretionary grant programs, in addition to any new discretionary grant programs that might be developed through a surface transportation bill.

Both the current Senate and House bills would continue funding for existing discretionary programs, as well as create new funding opportunities.

The general sense is Congress wants there to be more grant

programs. The existing programs have been successful, and they want to be able to continue having communities compete for funds.

So the current discretionary grant programs under USDOT that the County supports, I know that Mr. Burns mentioned his -- in his presentation, are the INFRA Grant Program, which provides the discretionary grants to fund large highway, transit, and freight project, and the BUILD Grant, which provides discretionary grants to fund investments in transportation infrastructure, including transit, port, and freight rail projects.

And what I would also say about this is that eligible applicants for these grants are any public entity, including counties, which means Broward County can apply for these grants and receive funding directly.

In the past, I've worked with Port Everglades to apply for both BUILD and INFRA Grants, and I would welcome the opportunity to work with Ms. Cassini and her team on any additional transportation projects.

To provide some context, the County receives both formulaic and competitive discretionary transit grants.

For example, we get a 5307 allocation or urbanized area formula grant every year through the formula grant based on population used for planning, engineering, design, and evaluation of transit projects, capital investments, and buses-and-bus related activities, and capital investments in new and existing fixed guideway systems, including rolling stock, signals, and communications, to name a few.

Then we can also apply for FTA discretionary transit grants that the County has consistently supported and has competed for in past year.

We would propose the County continue to support FTA discretionary transit grants, which include the Low or No Emission Vehicle Program, which supports the instruction of low and no emission transit buses into the transit system.

I believe Mr. Walton referenced this in his presentation, but if I'm not mistaken, Broward County did receive over 2,000,000 to purchase electric buses to replace aging buses through this grant opportunity.

Next there is the Buses and Bus Facilities Program, which provides funding for the replacement, rehabilitation, and purchase of buses and related equipment, and to construct bus-related facilities.

The County also received notification we would be awarded over \$17,000,000, I believe it was last November, for the Copan Road Bus Facility rehabilitation and reconstruction project from this grant opportunity.

Lastly, there is the State of Good Repair Program, which provides funding for transit infrastructure and the maintenance, replacement, and rehabilitation of projects -- fixed guideway and bus systems.

Ideally, we would like to see these discretionary grant programs continue and, if possible, modify them or create additional programs that would benefit the County.

Again, as with BUILD and INFRA Grants, the County is eligible to

apply for these discretionary grants and be the direct recipient of -- of awarded funds.

Finally, as it relates to competitive discretionary transit grants, we would propose the County support increase funding for the FTA Capital Investment Grant Program, which is Greg had mention in his presentation, which includes new starts, small starts, and core capacity improvements.

With approximately 2.3 billion dollars in competitive funds awarded every year, the CIG Program funds transit capital investments including heavy rail, commuter rail, light rail, street cars, and BRT, and is one of the most important opportunities that Broward has to increase advocacy efforts in D.C.

More specifically, there have been proposals that would significant increase funding for the CIG program, reform it to streamline the approval process, raise the federal cost share to 80 percent, and improve transparency.

And these are all items we would propose the County support.

And at this time, I don't know, Ms. Cassini, do you have any examples of any of the grants we've kind of been talking about and how they relate to - to Broward County and the surtax program specifically?

MS. CASSINI: Sure. Thank you, Devon.

If -- through the Chair -- okay.

MS. WEST: Sure.

MS. CASSINI: We -- when we went to D.C., Chris Walton, Lenny Vialpando, and myself, early on in the program, when we could still travel, we talked specifically with USDOT and FTA representatives about this program and the program of inter- -- and the interrelated rail program.

And this is really probably one of the most important areas for us to advocate about, because this is where you get really all that leverage that you all have been asking us to report on and track.

When you're talking about rail and BRT investments, those are our most expensive projects by far, and the idea that the federal government would be willing to cost share at an 80 percent level is really where you get that bang for your buck with the local dedicated source of revenue.

So I did want to point out that the projects that Mr. Walton were highlighting earlier, the results of the transitways study and what we bring back to you, that's not just a vision or a plan, but this is really what we want to move forward with, these are the types of discretionary grant programs that we would be accessing leverage through.

MS. WEST: Great. Thank you.

Okay. Moving on, we would next propose that the County support policies that would lower both driver and pedestrian fatalities.

As it stands, both the House and Senate both create safety and such programs which would distribute millions of dollars per year to states based on their current formula share to support projects that would lower these

fatalities.

And, in addition to that, the House bill also includes funding to develop pedestrian and bike infrastructure through new and existing programs.

The resilient infrastructure and climate is another area where the County can increase its advocacy. We propose that the County support efforts to reform existing programs and launch new initiatives to cut carbon pollution, mitigate the threat of extreme weather, and invest in clean fuel infrastructure.

Both the House and Senate surface transportation bills prioritize resiliency and created new formula and competitive grants for resiliency projects.

And we would propose the County support those funding efforts.

The House and Senate bills both would create programs that would address pre-disaster mitigation to prepare for and mitigate the impacts of climate change and extreme weather, carbon emissions reductions through the creation of incentive programs to lower highway-related carbon emissions, as well as competitive grants for alternative fuel infrastructure.

So now I'm going to turn it over to Lina to close us out.

MS. SILVA: Thank you, Devon.

So, as you guys can see on your slide, Broward County intends to be a national leader, seeking the ability to impose local preference programs where local funding would be 50 percent or more on projects that are funded

with federal grants.

The federal government currently prohibits any geographic-based hiring preferences in contracts using federal transportation dollars. This limits the use of local procurement preference in the field of transportation where many roads and bridges are partially funded by the federal government.

We would propose that the County support efforts to create a limited waiver to the local preference restriction on infrastructure projects funded to support COVID-19 recovery, considering the devastating effects that the pandemic has had on our local business community.

Lifting this restriction could be pivotal to the economic recovery, not only of Broward County, but of the entire region.

Over 89 percent of businesses in Broward County have 20 or fewer employees, and the County currently operates a successful race-neutral local small business program, so a pilot program like this one could benefit those local businesses.

Next slide, please.

Finally, we would like to propose the County support policies and appropriations that would benefit the development of infrastructure related to autonomous and electric vehicles.

Both the House and the Senate bills would create programs either through formula or competitive grants for states and localities to build

electric vehicle fueling infrastructure along designated highway corridors which would -- which lack such infrastructure.

At this point, Gretchen, if you want to add anything else.

MS. CASSINI: Thank you, Lina. Great job.

MS. SILVA: Thank you.

MS. CASSINI: So Lina is your kind of MAP administrative -- she's what we call a Legislative Coordinator, so -- and Devon is doing the work at the federal level for us and at the state level, and providing information to Lina back to me so that I can report it all to you.

She's a kind of our liaison.

And I did want to point out -- I know I pointed it out to each of you in your briefings, but just for the record, I wanted to point out that one bullet on the previous slide that related to the local preference program that indicates that the National Association of Counties is willing to adopt our position statement into their overall federal platform.

They've indicated their willingness to bring it to their membership, and that would help us a great deal as far as furthering our advocacy efforts and broadening them nationally.

MS. PENNANT: Mr. Chair? I wanted to know is there anything that we can do to support that cause? Because I certainly am a strong advocate for having some local preferences.

And, just as you stipulated, in view of what has happened because of

the pandemic, businesses need all the assistance they can get.

And so is there anything that we as a board can do to help push that cause forward?

MS. CASSINI: Devon, did you want to respond to that, or would you like me to take a stab at it?

MS. WEST: I mean, I think that if it's the will of the board, you know, there are definitely things we could -- we would work on together, whether it's through providing, you know, support letters from -- through the Chair or possibly, you know, doing some sort of joint advocacy.

I don't know what the -- I don't -- I don't want to step on anybody's toes or give direction where I shouldn't be, but if there is a way that we can work together, I think that would be very welcome. And I think that the County would appreciate that.

MS. PENNANT: Thank you.

MS. CASSINI: So, Ms. Pennant, we had discussed at our first retreat, which seems like forever ago, back at that park when we lost our air, that we were going to do some legislative advocacy, that we were going to travel together, either as a full board or, you know, however many members could accommodate that, to other jurisdictions, to other transit properties. We had discussed Jacksonville as one. And that we would like to at least bring a couple of folks to Tallahassee or D.C. to talk about key issues.

And, obviously, because you are such a proponent of this, if we are

ever able to do that again, then, you know, having you and Sandy Michael McDonald and a couple other members of our advocacy team talk about the importance of this to some key individuals in D.C. and not just elected officials but also administrative officials and executive officials I think is incredibly important to, again, really pushing this over the finish line.

MR. HOOPER: Would it also help to maybe we make a resolution of support for what Devon is doing and send a letter from our board to our representatives in Washington?

And I guess Devon can help direct that for us.

But maybe, like we always do, we depend on you to write the letter --

(Laughter.)

MR. HOOPER: -- and then -- and then I get to sign it like I actually wrote something.

And, anyway, I think that maybe -- always sending letters and letting people know how you feel, I've got to believe it helps a little.

But I will defer to Devon's advice.

MS. WEST: I -- again, I agree, and I agree with what Gretchen had said about, you know, having members of the board join the advocacy effort in D.C. and in Tallahassee. I think that would be wonderful.

And that's something, again, our office would be able to provide all of the support for, whether it's preparing talking points or walking around the halls with you.

And, you know, that's where, you know, Greg Burns comes into play as well in D.C.

You know, we have our -- we also have our -- our state team, so we have a lobby team at the state level as well.

And then back to what you were saying, Chair, about the letter writing or the resolution, yes. I mean, I can work with Ms. Cassini and we can put together some sort of resolution supporting that, as well as, you know, whatever letters you may want to prepare.

MR. HOOPER: Great. That would be wonderful.

MS. PENNANT: Awesome.

MR. HOOPER: Is that something -- we don't need to take a vote on that, do we? I mean -- okay. Very good.

And we can always send the letter out to everybody and let them take a look at it and make sure they're -- they feel comfortable.

Okay. Any questions from the board members?

Okay. Well, thank you very much. We --

MS. SILVA: Thank you.

MR. HOOPER: -- appreciate it, Lina and Devon. Thank you.

MS. WEST: Thank you.

MS. CASSINI: Thank you both.

MS. WEST: Thank you so much for the opportunity. We really appreciate it.

And our contact is available if you need to reach us for any reason.

MS. CASSINI: So before we break for lunch, could I just -- I -- I wanted to go back to a conversation.

And, Margaret, if you could stand for me.

There was a -- there was a little conversation earlier, and I wrote a note to myself, because I wanted to bring to your attention before we lost Ms. Pennant that we are, in fact, attracting talent, not just in our transit agencies, but in all of the agencies that support the surtax, including our tiny little office that supports you.

And we are able to attract people from other areas with extraordinary talent. We've had several individuals accept pay cuts because they wanted to be part of this amazing --

MR. HOOPER: Wow.

MS. CASSINI: -- transformational endeavor.

And one of those wonderful people has come to us from the City of Lauderdale Lakes.

Ms. Margaret Dalley-Johns is your new Finance Manager for the entire surtax program.

I just wanted you to see her and have an opportunity for her to say a few words and introduce her to you.

MS. DALLEY-JOHNS: Let's see. Good afternoon, members of the Oversight Board. It's a pleasure for me to be here. I really look forward to

working with everyone.

I want to thank Gretchen and her team for the guidance she's provided me, and they have all provided me since I've begun.

And I look forward to contributing in a successful way towards the Mobility Advancement Program.

Thank you.

MR. HOOPER: Thank you, and welcome to the team. We like -- we love having you.

Thank you.

MS. DALLEY-JOHNS: Thank you.

MR. HOOPER: Okay. Anything else? Any other --

MS. CASSINI: Break for lunch and we'll come back and talk about it.

MR. HOOPER: Can't wait.

Thank you.

We'll -- half hour, everybody.

Thank you.

(THE MEETING RECESSED AT 12:08 AND RECONVENED AT 12:56 P.M.)

MR. HOOPER: Okay. Hopefully everybody had a good lunch. I think George was having pita with chicken noodle soup.

(Laughter.)

MR. HOOPER: Or maybe that was his kid that was having that. I don't know which.

MS. CASSINI: That seemed to be the report.

MR. HOOPER: But, anyway, welcome back, and we'll go ahead and -
- and restart the meeting.

We don't -- do we have to take a roll call?

MS. CASSINI: We probably should, because we're going to take
action on the minutes at the very end.

MR. HOOPER: Okay. Okay. So, Ms. Thompson, if you don't mind.

ROLL CALL

MS. THOMPSON: Sure, Chair.

Alan Hooper.

MR. HOOPER: Here.

MS. THOMPSON: Phil Allen.

MR. ALLEN: Here.

MS. THOMPSON: George Cavros. George Cavros?

Ronald Frazier. Ron Frazier?

Dr. Kelley.

DR. KELLEY: Yes, I'm here.

MS. THOMPSON: Thank you.

Anthea Pennant.

She's in a meeting.

MS. CASSINI: She's on a call.

MS. THOMPSON: And Shea Smith.

MR. SMITH: I'm here.

MS. CASSINI: So, we only have four.

So, right now, we don't have a quorum.

MR. HOOPER: Okay.

MS. WALLACE: Well, Phil and George were --

MR. CAVROS: George Cavros is present.

MS. WALLACE: Yeah, there he is.

MS. THOMPSON: Oh. Thank you, Mr. Cavros.

So we have a quorum, Chair.

MR. HOOPER: Okay. We have a quorum.

VI Relocation and Colocation Activities for Surtax-Related Agencies (Space Mgmt. and Innovation Team)

MR. HOOPER: And we're going to start with our relocation and colocation -- I don't even know that word -- activities for the surtax-related agencies, space management and planning.

Thank you.

MS. J. THOMPSON: Thank you very much. Good afternoon. It's very nice to see you again.

And thank you, board, for inviting me back to give you an update.

We went from the very warm space at the last workshop when we spoke the first time, and it's a little chillier in here today.

Last month, you heard from the Construction Management Division on the status of the planning for the ground floor for the Surtax Plaza.

Today I'm here to talk to you about the rest of the work in progress to clear the way for their construction, as well as to reshape space for your new surtax tax and teams.

The list here highlights the major projects that are in progress to support the surtax teams. And today we'll be looking at four major areas of work.

The first three are all three at GC West, looking at the preparations for the Surtax Plaza, the preparations for the teams and transportation administration, as well as remodeling for the department administration, all on the third floor.

At traffic -- and then also looking at the -- the workspace for Highway Construction and Engineering and the restacking that has occurred there, and the planning for new construction that we're looking at in the Surtax Team suite.

The fourth area are two smaller projects that are both occurring at Traffic Engineering. And included in this overview are two first move projects. These projects are not funded by the surtax, but they're shared here as they're critical to the shaping of new space for the future surtax teams.

So the -- this particular image should look somewhat familiar to you,

because this is the ground floor over at GC West.

And you'll see that there's two different areas of highlighted -- highlighted work.

In blue outlined, you see the Phase 1, which is the new transaction counters, which will be the first section of work that'll be accomplished on the floor.

And then, in the shaded areas -- get the mouse over here. There it is -- the shaded areas here, we see the area that will be the Surtax Plaza.

And then Phase 3 will be the V.R. pod and the entrance into the other areas.

What I want to talk to you more about today is the areas that are outlined in red.

We see three different phases here. These are what we're calling pre-construction phases, because they have to happen before the Surtax Plaza construction can start.

So first is for the overall area highlighted, this is where Building Code Services offices are right now. And we'll be looking at the space that is 95 percent complete for them here in just a few moments.

The renovation and relocation for the MAP Administration Team, which is here in the area indicated as B and outlined, and then a relocation of a small team of inspectors for the Environmental Team that will be going upstairs.

So let's take a look at these projects in a little bit more detail.

So first is the new offices for Building Code Services. Last year, after a successful search with our Real Property Team, we came across an appropriate site for this group located in the Riverbend Professional Plaza. It's a site that's conveniently located on Broward Boulevard between Government Center East and Government Center West.

Working with the agency, my team completed the test fits for this 15,000 square foot occupation of the full floor, and worked with Construction Management Division for build-out coordinated through the landlord for this particular project.

Construction began in June, and is 95 percent complete. We're expecting a TCO before Thanksgiving.

Furniture began arriving last week, and the office spaces will be set up -- and begin to be set up in earnest next week as well.

So this is right in the middle of finagling out.

The image that you see to the bottom right-hand corner is an image of -- from the lobby looking back into the new customer reception space.

At this particular facility, all of the reception spaces and transaction counters are at seated height, so all of them are ADA accessible.

BCS is expected to move into the space in early December.

Next we'll look at Area B, and this is the area for the Mobility Advancement Program Administrative Team.

Once BCS is relocated, we'll have access to the ground floor to start restaging this particular space.

As you know, the administrative is currently temporary -- currently temporarily located just across the hall here from the Commission chamber where we're standing, and their new offices will be in the same sort of close proximity to your surtax meeting space on the ground floor at GCW.

In this pre-construction Phase B, this northwest corner of the Surtax Plaza will be reconfigured to become the more -- the permanent home for the administrative group.

There is no hard construction planned for this area. This will be a reconfiguration of existing furniture components and supplementing to customize for the team itself.

There will be ten staff members housed in this particular area, and we're looking to move them over in early 2021.

When we look over to Area C that has already been highlighted, where -- these are the inspectors groups for the Environmental Consumer Protection Group. They're going to be moving out of the space next into -- to be co-located with the rest of their team on the second floor at GCW.

You'll see here the area that is highlighted. The ten inspectors from the ground floor will be moving up to join a -- another field team on the second floor, but in so doing, we have to actually reconfigure some of the other spaces that are here.

I think you may notice that the workstations along the window, as I'm highlighting or pointing to, are quite large. We have a similar situation for the workstations that are in this location up against the wall.

So we'll be removing those existing work stations and reconfiguring to create room for this team.

Ten people will be relocated, and 20 people will be resituated within the -- within the suite on the second floor.

Now, this diagram should look even more familiar to you, because this is your space that Merrill Romanik from SRS had presented to you last month.

I know there were a couple of questions regarding the ADA access, so this diagram is included today to answer some of those questions.

And if you notice on the plan, there are some areas that are highlighted in yellow. Those are the areas that are -- will be the ADA-accessible counters.

And if we kind of move from the bottom of the sheet up, this first area of ADA-accessible counter stations for the public, this is actually existing, and that's going to be maintained and remain in place.

When we move to the other side of the space that we affectionately call the donut for this floor, you'll see that there'll be an additional ADA station for the modification of that particular piece of millwork, and extending that into the new millwork counter that's going to be the new interface for the

permitting service.

As we move up the page, you'll see where the new reception counter is for moving back into the MAP space. There will be an ADA counter here.

And as well, when we move back in through the space into the break room area, the entire countertop space for the break room area will be at the ADA accessible height, so everyone will have access.

There are still conversations, and we haven't forgotten about the installation of the transit van to be able to highlight some of the paratransit services and features. And the location of that within the lobby of GC West hasn't been completely determined, although that is in process and be part of the scope of work as things move forward.

And as -- excuse me -- as an update for the general scope of services for this project, the construction documents are on their way to Purchasing in preparation to be advertised for general construction services.

Finishing with the surtax area, we want to move up to the section of work that we completed for and are working on for the Transportation Department.

Now, this first project that we're looking at, again, is funded by the agency, but it's one of the first move projects that are required so that we can have adequate room for the teams that are going to be on the second floor.

The forward-facing counter suite on the second floor was made

available. Animal Care moved out to their new facilities. Paratransit was already looking for a new home. So we had started design on this particular project previously.

This work is divided into two phases. Phase 1, which you see outlined in blue, is already complete. We have installed the furniture, staff has been moved into that area, and they are working from the existing counter space.

Phase 2, which will be -- we've had some delays with finding the right general contractor to fit the project, is in for permit review and -- with the City of Plantation, and it includes creating a private office for the director of the team, reconverting an existing space to create that space for him, and rebuilding this existing countertop and transaction service window so that all of the stations are ADA accessible, not just the first one.

Currently, only the one on the far right that you see right here being circled, that existing station is DAD accessible.

Now, especially because of the target demographic, all of these stations will be ADA accessible.

Moving into the bulk of the work that's funded by the surtax for the Transportation Group, we started with a flurry of organizational charts and building plans to look at the way the new teams were going to be constituted for the Transportation Group last year, looking at both the suites on the second and the third floor, and trying to determine where those reconstituted teams were going to be located within the existing space.

Once the dust settled, the work came down to two primary areas in the third floor suite, the first of what -- the first of which we'll be looking at right here.

Paratransit staff, once they -- when -- since they have relocated, left space in the northwest corner of this suite available, and so what we have been in the process of is working out the plans for the business Administrative Team to be grouped in this location.

We've moved it from an existing 17 workstations, which were with -- part of the original configuration, maximizing sunlight by creating spines of workstations that extend away from the window wall to create 24 additional workstations, and keeping all of the business Administrative Team kind of from this line moving back.

You'll see that they're color coordinated, so the supervisors are here on the side walls in the existing offices, and each of their teams situated with the supervisor for that team are located closer together within the space.

When we move to the opposite side of the -- of this particular floor, while we had left some room for the new capital planning lead to envision the team space for the staff, with the current pandemic, they felt that maybe team space wasn't the best way to go and left -- felt that leaving the existing workstations as they are was going to work perfectly for them.

So that part of the scope of work is something that we set aside.

What we've ended up with is that there will be a minor configuration --

reconfiguration of the conference room. Because right now, if you can see in this left -- left-hand corner, it was actually two offices that a wall was removed from to create the conference room.

So it's very awkward. When you're at one end of the table, you can't actually see the people over at the other side of the table.

So we're going to take the existing wall down that's in this corner, angle it off. This becomes a new media wall. And the existing furniture can be reconfigured within this space once that wall is repositioned so that it's a little bit easier for the teams to meet and to talk and to use the space.

We have one additional private office that we need to have for new team members.

And with the repositioning of the teams, as you can see color coded, we had to bump two people from workstations here, so we're going to be creating a new pod over here for additional workstations for the IT Team.

And it actually works out a little bit better for them, because they will be in closer proximity than they were with their previous locations.

When we move upstairs to the Highway Construction and Engineering Group -- I guess actually we're moving across the hall and upstairs -- we started, again, with the org charts and building floor plans to see where people were.

And we began in this particular -- with this agency with a more informal reorganization. They moved the current Projects Team that will be

remaining with Highway Construction to the second floor.

Parks, Planning, and Design Group, which is a part of Highway Construction and Engineering, moved to their own suite, as you can see notated in the purple shading.

And the Highway Construction and Engineering Surtax Team then takes the longer side suite that you see on the diagram above.

Now, this particular space, the furniture that's in this area is not able to be reconfigured. It was reused when it was brought here to create the room in the -- in the first place.

So as soon as we start to move things around to create better co-located teams, we actually have to replace the furniture.

So that's been a part of the overall scope considered for this particular group from the outset.

But even if we were to keep it, we would have some issues, because once Parks moved out of this area, we had a big planning area that became void. This southern section of the suite is very underutilized.

But this is the space where we have the most extensive renovations.

So we go to the next slide, you'll see what we're looking -- planning on for them.

In a similar way that -- for the Transportation Team, we see that we're keeping the existing offices in place. This team will not really be relocating. We'll be doing a little modification over here and adding an administrative

position -- an Administrative Assistant position.

But from there, we're taking the spine that runs vertically through the space, and, as opposed to having a big loop of circulation, there'll be a single avenue that moves through the space.

Supervisors' offices will be to the left, with a -- a glass wall, which you may be able to see here on the three dimensional drawing, to bring in a lot of natural light.

And, once again, spines of workstations that come off of the window wall so that there's a lot of natural light pouring into the space.

A couple of other features here that came out of the larger conversation for the original surtax initiative, as well as for this particular team, was the need for shared conference room space.

So a storage room -- a former storage room has been cleared out which will become a larger conference room, controlled by Highways, but -- and a more common area where other people may be able to use it as well.

And, as opposed to having the conference room back in the awkward corner that we find so many of at GC West, you'll see that the conference room has been relocated so it comes right off of the entrance from the elevator.

Guests can come -- come in, teams can meet, and then easily move back out of the space without interrupting ongoing work.

We had originally envisioned that there would be smaller team tables

in between each group so that each group would have a place to kind of get together and have a conversation, but as soon as COVID became as much of an issue as it was, we re-laid out this area so that we took all of that smaller meeting space for each team and combined it to create that conference room which is here in the center.

The third congregate area that we'll be looking at is actually taking the break room, which is very well used on this floor, and, as opposed to having people trying to have lunch in front of the kitchen counter, there'll be a break room space which also becomes a small meeting room available for the teams on the floor as well.

Now, that takes care of the work that's in process in planning for Government Center West, and so we'll now look to the other facility, which would be the work that was done at -- is being planned for and done at Traffic Engineering.

Early space studies had indicated that there was a larger scope of work that we were going to need to accomplish for the Surtax Team at this facility. And, upon sitting down with the Administrative Team, we recognized that there were some simple moves that we could do to move teams around to accommodate the new groupings.

So the work broke down into two smaller projects, the first of which is already completed. Two existing offices for the Engineering Systems Team on the ground floor were subdivided so that their collaborative pods could

work together in Office 172 and 174. You can see the image to the right that that work has already been completed.

On the second floor, there was a large area of filing cabinets that were not -- half of them were fairly empty to start with, because every -- the initiative has been to scan and to make most records digital.

That work was already in process, so in shrinking the filing cabinet needs, we realized that those could actually be located to the library space, and that was a better use of that territory anyway, because the filing cabinets would be near a workspace available so you could take the files out, use them on the table, and then put them back where they belong if they needed to be referenced.

That left an empty section in the larger pod on the second floor. So you'll see what is planned for that particular area. It'll be two semi-private offices with a series of five intermediate use -- they're not inspectors in this location, but it's field staff that will be using these on -- a check in in the morning and a check in in the afternoon.

You also see that this is typical for what we're looking at on most spaces is that there is a full partition in between each workstation so that each person feels like they have an enclosure and they are not on just on one great big open work surface platform.

That present -- that concludes the presentation today.

So thank you for the opportunity to show you where we are, and do

you have any questions?

MR. HOOPER: Do any board members have questions?

DR. KELLEY: Well, I would like to just say something if I could.

MR. HOOPER: Certainly.

DR. KELLEY: It's Consuelo Kelley.

MR. HOOPER: Yes, Ms. Kelley.

DR. KELLEY: I really appreciate the -- I really appreciate this presentation. It's fantastic, especially what you're doing in the Government Center West space.

And I know that the ADA stuff that you pointed out at the beginning is in part, you know, responsive to some concerns I had, just that we -- well, two things.

One is that the surtax and paratransit within the transit system are things to showcase about Broward. And because this is on the first floor of that public space, I wanted it to be, you know, clearly a place where the older or Silver Tsunami demographic that's happening in Broward would feel that their concerns are being addressed or their families would be happy to see that, you know, older folks can get around Broward when they need to. And that's a wonderful thing.

I also appreciate your making the space physically ADA -- clearly ADA accessible just because, you know, again, it's a showpiece about how great Broward is about disabled people.

And I appreciate it very much. So thank you.

MS. J. THOMPSON: You're welcome.

MR. HOOPER: Is there anybody else that would like to comment?

That was a very thorough report. We thank you so much for all your hard work.

MS. J. THOMPSON: Oh, thank you.

MR. HOOPER: Thank you.

MS. J. THOMPSON: Thank you very much.

MR. HOOPER: Next is --

MS. CASSINI: So --

MR. HOOPER: -- go ahead, if you want.

MS. CASSINI: We have the option of either going ahead and trying to pass the minutes.

MR. HOOPER: Uh-huh.

MS. CASSINI: Take some action right now, while they set up.

MR. HOOPER: Okay.

MS. CASSINI: Because the next things is going to be demonstration of the public dashboard.

MR. HOOPER: Okay.

MS. CASSINI: Do you have any concerns about that?

MS. WALLACE: No, I don't have any concerns.

MS. CASSINI: So, while they're getting all set-up we can just deal with

the minutes and then you do the member reports. I don't know how you want to do it.

MR. HOOPER: Okay.

ACTION ITEMS

1. Approval of minutes from the September 24, 2020

meeting

MR. HOOPER: So we need to do a little house cleaning here, and we just want to do -- have a motion to approve the minutes from our last meeting.

I don't see it here on my list.

MS. WALLACE: Yeah, your action items.

MS. CASSINI: It's actually on the agenda itself and I noticed it's on the very outset.

MR. HOOPER: Oh.

MS. CASSINI: Of your package. It's not in the presentation because it's not part of the presentation.

MR. HOOPER: Okay. So if there's anybody that would like to make a motion to approve the minutes from our last meeting.

MS. CASSINI: Do we have anyone?

MR. HOOPER: Anyone?

MR. FRAZIER: So **move** --

MR. HOOPER: Anyone?

MR. FRAZIER: -- Mr. Chairman.

MS. WALLACE: Mr. Frazier.

MR. HOOPER: Okay. Great. Mr. Frazier, thank you.

And do we have a second? Anyone?

DR. KELLEY: Second.

MR. HOOPER: Okay.

DR. KELLEY: Second.

MR. HOOPER: Okay. Great.

Is there any discussion on the minutes?

Hearing none, all those in favor, say aye.

Aye.

DR. KELLEY: Aye.

MR. FRAZIER: Aye.

MR. SMITH: Aye.

MR. HOOPER: Any nays?

Okay. That's great. Thank you.

It passes.

VOTE PASSES UNANIMOUSLY.

AGENDA ITEM IV - MEMBERS' REPORTS

MR. HOOPER: Is that all we have to do? And if there's any member reports, if any of the members have anything that they want to report.

Great. Okay. All right. So we'll move on to our next presentation.

Thank you.

AGENDA ITEM III - PRESENTATIONS

VII - Public Project Dashboard Soft Launch Demonstration (Mobility Planning and Innovation Team)

MR. SOFOUL: Good afternoon, Chair Hooper and members of the Oversight Board. I am -- my name is Nicholas Sofoul. I'm the Planning Section Supervisor for Mobility Planning and Innovation.

And I am joined here today with Ernesto Carreras, our Senior GIS Analyst extraordinaire, to present to you a culmination of months of work on the Oversight Board dashboard, or the dashboard for projects.

Can we switch the screen to the -- we're going to show you how to get started.

Well, I guess while they're getting the screen situated, I'll just go over the general approach for the dashboard.

So when we went in to the dashboard with the conversation, we discussed we wanted us to have a very simple design, that we didn't want this dashboard to be overwhelming to people, you know.

And so to do that, you kind of have to be very judicious and you've got to choose what functionality you want, what do people actually really want to see, what do they want to know.

And what we decided was that this -- this publicly-facing dashboard, the primary purpose of this dashboard is to be able to have the public go in

there and find the project near them, the project that's going to impact them, the projects in their community.

So this project dashboard includes all approved projects, including the five-year plan.

So it includes projects that go back to your original 2019 approvals through the end of the five-year plan.

And it's going to provide key details on each and every project that's able to be mapped.

There are some projects, you know, where they get more into the operations side of the House, you know, our service side, where it becomes difficult to map it because there's not really a geographic location to map.

So this is primarily looking at your capital projects.

But even just looking at those projects, there's over 600 projects that have been approved so far that can be mapped, so it's really exciting to be able to see those finally collated all together on -- in one dashboard.

So the approach here is that today, with this presentation, begins what we're going to call the soft launch of the dashboard. It's kind of our beta testing time.

We're going to provide links to this dashboard for all members of the Oversight Board.

We're also going to have focus groups comprised of former members of the Broward Academy, as well as some members of the public identified

by Commissioners, Commissioners themselves, and then some technical experts as well throughout the County to be able to look at this and kind of see, you know, are there improvements that can be made.

We have a window to be able to get some feedback, so we're looking to get that feedback by early December.

And then if there's critical adjustments we can make in the dashboard, we can go ahead and get those done before the hard launch to the rollout to the public that will occur in your -- at your January board meeting.

That also gives us an opportunity to be able to incorporate whatever new logos, design, branding. You know, the look of the dashboard, you know, could change to match that branding at that time for the -- for the public rollout.

So with that, I'm going to go ahead and get started.

So what we did was we organized this dashboard into tabs based upon what somebody would want to look up.

The very first tab, of course, is instructions. And we wanted to be kind of creative in how we did this. We provided instructions for a desktop version and for the mobile phone version, because the dashboard operates a little bit differently depending on the environment you're in, and we realize a lot of folks use mobile phones.

But for a desktop, if you click in, we set this up -- might have -- as a GIS storyboard. So we talked about storyboards before and how we're going

to eventually use storyboards to tell information about surtax projects and investments.

But we can also use storyboards to provide instruction on how to use the dashboard.

And so this is a really interactive way and unique way to kind of view information on how to use the dashboard.

So instead of having to scroll through a static PDF, you can kind of scroll through.

And even when you get here -- go ahead and stop -- you can see to the -- to the right, you'll see there's actually videos embedded within the dashboard that show you how to click on certain things, you know, and how - - where elements are located.

And so we're really excited that -- to be able to provide, you know, instructions in a format that we think is going to be very easy for folks to understand and kind of scroll through and see the various -- the various functionalities of the dashboards and the different windows that we have.

At the very bottom of the instruction, just to let you all know it's there, is that we are -- we're collecting feedback during the soft launch. So there's a section that has a link for them to be able to go to the tab to provide the feedback and the -- and get that survey information over to us so that we can go ahead and make the necessary adjustments.

Also, this -- the instructions tab has the ability to be printed. So if folks

want to print it, as opposed to keeping it in this format, it's very easily printable. And so, yeah, you can see you can put it in the print setup and it prints out beautifully.

And when you put it in this format and you export it to a PDF, it's also ADA accessible.

So it works for both ways. So if you want to go ahead and print it out and have that guide, you have the ability to do that through the dashboard and have the ADA accessibility, the readable accessibility to the -- to the instructions, or you can look at it in the dashboard pane.

So moving away from the instructions tab, the first tab is the surtax projects overview. I think this will probably be one of the tabs that's the most useful to people who are interested in kind of the broad view of the projects, members of the Oversight Board, possibly folks in the private sector.

This is where you can look and search projects by project type, and you can also isolate projects by the project phase, whether it's in planning, design, procurement, construction, or whether the project is completed.

You'll see it's arranged in essentially four different windows within the - - so that the very left is the selectors near filter. So that's how you select your project types and the planning phases.

To the right of that has the total number of active projects. So you can see right there the -- if you look at the whole County, you've approved 696 projects that can be mapped, you know. So it's a tremendous number of

projects. It's very exciting.

And then below that is a project list.

Next to that, you'll see the interactive map, as well as the legend for the map can be selected, and you can see what the various symbols are.

And then to the right of that is overarching details for each project.

It's not very specific, but it's the project -- it's the information most people would want to know off the top of your head. What's the -- what's the name of the project, what type of project is it, what's the phase of the project, the fiscal year it was approved --

MR. ALLEN: Mr. Chair, are we supposed to be seeing that on our screens remotely?

MR. SOFOUL: Yes.

MR. HOOPER: I think so.

MR. ALLEN: It's not showing up. I've got the entry spreadsheet -- or not spreadsheet, title page, and nothing else is showing up.

MR. HOOPER: Oh.

MR. ALLEN: Of course, it might be my own --

MS. CASSINI: Are --

MR. ALLEN: -- problem.

MS. CASSINI: -- are any other Oversight Board experiencing the same problem?

MR. FRAZIER: Same here. I'm not seeing anything but the initial

slide.

MS. CASSINI: Okay. So what we're going to have to do, then, is we're going to restart. We're going to take a break and make sure that the screen share on Zoom is actively working, because I -- actually, I noticed there wasn't something up at the top, so I -- why don't we just take a quick minute and try to figure out -- and -- and move back so that you can really see what we're showing you.

MR. HOOPER: But don't get off the phone. Stay on. We don't want to lose you.

MS. CASSINI: Yeah, don't go anywhere.

MR. HOOPER: We don't want to lose anyone.

(THE MEETING RECESSED AT 11:29 P.M. AND RECONVENED AT 11:31 P.M.)

MS. CASSINI: Right. Could I just ask the Oversight Board members if they're now seeing the actual dashboard?

MR. ALLEN: I've -- I've changed -- it's changed the screens. It's now showing how to get started.

MS. CASSINI: Perfect.

MR. ALLEN: Select how you are viewing the project dashboard.

MS. CASSINI: Okay. Well, I --

MR. FRAZIER: This is Frazier. I have it as well.

MS. CASSINI: Fantastic. Mr. Frazier, Mr. Allen, thank you.

I'm going to ask if you all wouldn't mind just quickly showing the parts that the Oversight Board members didn't get to see, and then we'll keep going.

MR. SOFOUL: Sure. It'll be my pleasure.

So the screen you're seeing right now, how to get started, this is our instruction tab. And as I mentioned previously, before you could see it, we're using the storyboard set up for creating the instructions so they're dynamic.

And so you'll see when you first get started, it lets you choose how you're viewing the dashboard.

So there's separate instructions for the desktop version versus the mobile version.

So we'll go ahead and click desktop.

And as you scroll down, you'll start to see the information about how to access the dashboard and the various functionality within the dashboard.

And you'll see it's dynamic. As you scroll down, the imagery to the right changes and matches the text.

This is an example here how to change the dashboard view where you can see on the right we're actually able to embed videos in the storyboard so it's interactive and you can actually watch and see how the task is done.

In the instructions tab, you have video as opposed to just looking at text.

And then we're just showing as you -- as you scroll down, you know, you kind of get all the -- it's very dynamic and you can see the various windows.

When you get to the very bottom, we did provide a link and information on how to provide us feedback.

We'll go over those questions and kind of the information we're looking to get from everyone. We're -- we are interested in the Oversight Board's feedback of this application as a -- as part of the soft launch.

But then with that -- oh, the print function. Thank you, Ernesto.

So the other thing I had mentioned was that you could print this very easily. So if you didn't want to view it in that dynamic storyboard format, you could print it and you can print this directly. It prints beautifully, center justified and accessible. It's readable. And you can export it to PDF and just have a packet that has the instructions in it if you want to reference it separately.

So that's also available.

All right. So with that, I'll go into the actual project overview.

So this is the first tab, and we feel that this first tab that has the surtax-funded projects overview is going to be a tab probably most used by folks that look at high level, the countywide improvements for surtax. You know, folks who are either on the Oversight Board, possibly folks in private sector, maybe non-profit sector, you know, where you want to try to see what is the

whole program, or you want to isolate a particular type of surtax project.

So there's four -- there's four panes in this -- in this dashboard.

To the very left, you'll see you have the filter, so you can filter projects by the project type, as well as the various project phases.

So you can -- you can isolate projects that are only in planning, design, procurement, construction, or completed.

And the next over, you can kind of see that there's 696 projects that have been mapped from the 2019 approvals through the five-year plan.

You have the list of what those projects are.

You have a map that has all the projects listed, as well as the legend to be able to identify what the symbology is in the map.

And then to the right of that is the pane that has all the project details for each individual project.

So that's kind of the general overview.

We're going to do a little demo now, and so let -- let's say you wanted to look at one particular type. And we'll chose mast arms.

So when you look at this, from 2019 to 2025, there is 14 projects that are mast arms.

And just so everyone knows, a mast arm is a way of creating more resilience for our traffic control system and our signals. Instead of having the signals out on span wire that can be knocked over easily with high winds, the mast arms are those big metal arms that you see that get installed at the -- at

various intersections to strengthen the infrastructure.

So there's 14 of these mast arms projects being constructed or planned or designed in the 2019 to 2025.

You can see them on the map. You have the list of them to the left.

And then on the right-hand side, you can see the project details.

And one of the things I wanted to point out was as you click through them, you'll notice that the current phase of the project, where you see it's highlighted in yellow, is different for the various projects.

So you can see that some of these projects are in planning phase, some of them are in design phase, some of them are in procurement, and some of them are even currently being constructed.

You know, so you have the ability to go ahead and select projects by those phases as well.

So we can even add to this query. Let's say you wanted to only look at mast arm projects that were in design. We can go ahead and do that. We can click design and mast arms.

So there's six projects.

Sometimes you might have to zoom into the map a little bit. It takes them a little bit to load. But you can see on -- there they are.

So you can see on the list there's six mast arms projects that are in design.

And then you can very easily then go in there, click on one of those

mast arms. It -- the map is going to zoom to the location of where that project is located, and you're going to also have the information for that project on the right.

And then we have the ability to print out a one-page handout on that individual project.

So if you're interested in this project, you click -- you click -- you click link, and it's going to bring up this PDF that has all the general product information for that.

So you have this is a Copans Road mast arm. You have that this is Project ID M101. It's currently in design. Was funded in fiscal year 2020.

It explains what the description is, the location, the amount of surtax funding dedicated to this initiative.

You get the map, and you get kind of the geographic area coverage at the bottom, which is what municipality is this project located in, what ZIP Codes is this project located in, and which County Commission districts is this project located in, as well as information on how to contact MAP Admin if you have any questions on the particular project.

And so we have these printouts available via PDF for every single project, all almost 700 projects that are in the dashboard. So we think that folks will really like that. It's really user friendly.

The other ability we have is you can do a custom selection that has multiple types of projects.

So let's say you were really interested in non-motorized transportation. You could click bike/ped projects. Then you could add to it greenways. You could add to that lighting. You could add safety improvements and school zones. And you could see a map that has those projects.

So you can see, looking at those non-motorized transportation investments by selecting by the project type, there's 153 of those types of investments.

And then you could go through the list and be able to identify what those are.

And you'll notice as you go through the list, on the very left you'll see the symbology. And those symbols on the left match the symbol in the map.

So that gives you the ability to relate what the project is over.

You also have the ability to open the legend, but we wanted to go ahead and make that connection to the project list as well, so you'd be able to identify that information.

The next tab is the projects near me tab. We think that most members of the public will be most interested in this, because it's exactly what it sounds like. This is how do I locate projects that are near my home and in my neighborhood.

So you'll see that this is a little bit of a different setup. The map is a lot larger. We want people to be able to see and identify the projects up close, so it's a little bit easier for folks to see. We wanted the map to take center

stage here.

You'll see the legend to the left, and then to the right, there is a pane that allows you to type in your address.

So for the sake of the demo, we'll type in our current address here in Government Center, which is 115 South Andrews Avenue. We'll get it in there. There we go.

MR. CARRERAS: It's not typing.

MR. SOFOUL: This dashboard also has the ability to type in points of interest as well. So you could actually type in an actual -- you could type in, for instance, Sawgrass Mills Mall, or you could type in Gulfstream Park. Or you could do what Ernesto just did and you can drop a -- drop a pin anywhere on the map, and it's instantly going to give you the buffer distance from it.

So there's really three different ways to be able to do the selection.

So you can see in this example, he just dropped the pin.

And you can go ahead and change the buffer distance. So it was set originally to one miles, now you two miles, and now this is five miles. Or -- five? Is it five or four? I'm trying to see it. It's small. Four miles.

So that's the four mile radius of the pin and all the projects that interest within that buffer.

Sometimes you'll see portions of projects that look like they're outside the buffer. That's because they're part of a larger program of projects that

actually inside the buffer.

So sometimes municipal projects, they packaged, you know, multiple bike lanes together in one project or multiple sidewalk segments in one project. And so if it's captured in the buffer, what that means is there's at least one of those sidewalks within the buffer.

And sometimes you'll see little pieces that move outside, which is why you'll see a couple things that go outside the buffer.

But by and far, these are all the projects that are within the specified radius.

And then the project list to the right is in order by proximity. So the projects on the very top of the list will be the projects closer to whatever location you specify, and then as you go down the list, you'll find other projects and their distance from the point.

So we just clicked on one for an example. You can see that this is a -- this is a street lighting project on Northwest 15th Avenue in Fort Lauderdale. It's a municipal project. It was approved for construction in FY 2020.

And you have the description, the location, the project limits, the maximum surtax not to exceed amount of funding, as well as the geographic area coverage. It's in Fort Lauderdale in ZIP Code 33311 and in Commission District 9.

And just like the first dashboard, you can click on the link for the project and that will bring up the PDF on the project that provides you all the

details on that project.

So the same information I just read off that was in that right pane is in this -- is in this pdf.

So it's really easy. So you can click on a project, export that PDF and bring it with you and you have all the high level details that you would need to explain where that project is and what the phase of that project is.

Okay. Do we have the ability to click in, Ernesto, and put in an address for our point, or is there still issues?

MR. CARRERAS: The keyboard is not --

MS. KALIL: Number lock?

MR. CARRERAS: No, it's not. It's not even allowing me --

MR. SOFOUL: Okay.

MR. CARRERAS: -- to type anything.

MR. SOFOUL: That's all right. The pin was fine.

Just know you can also go in there and you can type in a -- an address, or you can type in a place name.

The point of interest feature's really cool. So you can actually -- you can actually, as I said, you can type in Sawgrass Mills Mall, or you can type in, you know Fort Lauderdale Beach. You know, you can kind of be a little bit generic in terms of point of interest.

You can type in a park name or a -- or a hospital or whatever it happens to be. A school. And it will find that location and do the buffer

automatically.

So you don't always need to necessarily know the address.

The next tab is projects by municipality. We know our city partners will be very interested in this tab for sure, and probably also residents within cities.

So this tab is going to look very familiar to the project overview tab. The only difference is instead of sorting or filtering projects by project type, this is sorting projects by municipality.

So in this example, we went ahead and we selected the City of Hallandale Beach. And you can see that within Hallandale Beach there's 12 surtax projects approved.

And we went ahead and we added the municipal boundary.

If you go up to the top, Ernesto, we can show them that you can remove that if you want.

So if you want to see the municipal boundary, you can toggle it on and off.

But you can see within the City of Hallandale Beach there are 12 surtax projects.

And you can go ahead, you've got the list right there. Again, the symbology matches the symbology on the map, so you can select projects.

So if we were to select this particular project, this is the Hallandale Beach Corridor Pre-Design Project. This is one of the projects that was

recently approved.

And you'll see that this is funded for a five-year plan expected in fiscal year 2023. And this is a planning project.

You have the information that's in the tab, and then you'll see on the bottom, this is a multi-jurisdictional project.

So when you see at the bottom here for geographic area coverage, it will list all the cities and all the ZIP Codes that project is in.

So you can see that this is a long corridor and it has impacts in Hallandale Beach, Hollywood, Miramar, Pembroke Park, and West Park, and all the ZIP Codes associated with it.

And just like all the other projects I showed, you can very easily go click the link and be able to access the project information sheet for that particular surtax investment.

Similar to the projects by municipality, we can do projects by Commission District. This will be very useful for our -- for our County Commissioners especially, where they can go in there and it works the same way as the city selector.

They can go in, select their particular Commission District, and it will instantly isolate the number of projects in that district.

We can put the boundary around the district. And it works the same way as the select by municipality.

And then last we have a -- our feedback tab. This is our survey for the

soft launch. We really want to get a lot of feedback in the next five weeks or so on how their experience was with this interactive dashboard. Is this working for them? We want to make this easy. It needs to be accessible.

So you'll see we put together some questions. you know, the first question is whether or not they've used interactive dashboard in the past or not, because we want to be able to segment the responses from people who have actually used this technology before and people who might have -- it's totally new to them.

Because I want to make sure that this dashboard works for everyone, people who are -- who have that technical background and folks who don't.

And then from there, it asks some question about, you know, were they able to locate the information for surtax-funded projects that interest them, could they locate projects by municipality or Commission District or their neighborhood, how would they rate their experience, and then we go in from there.

We ask them to rate the instructions tab and the general accessibility of the project.

At the end, we provide a couple text boxes for them to provide details. If they want to see any other information in future versions of this dashboard, what will we want to add. And if there's anything that we could do to make the dashboard run smoother or run easier or more accessible in the future, we want to know.

And we want to know how they viewed the dashboard, whether they did the desktop version or the mobile version, because there might be some differences in comments depending upon which version of the dashboard they utilized.

And then, last, we're just interested in seeing where the -- where our folks who are using the dashboard live, so we went ahead and put an optional in there for ZIP Code just to see if we can map that out and see if we're getting a good geographic distribution of our beta testers for the surtax dashboard.

And with that, I'm available for any questions on either the over -- overall concept for the publicly-facing dashboard and/or our approach.

MR. FRAZIER: Mr. Chairman, this is Ron Frazier. I have a general question.

MR. HOOPER: Yes, sir. Go right ahead.

MR. FRAZIER: Overall, I think this dashboard is very good, very comprehensive, and gives you a lot of good feedback at different levels.

My question deals with the other part of the surtax, and that is the utilization of small businesses.

I know there's another department that tracks that, but one of the things I would also like to know is who is getting the contracts, that is, the design and construction firms, that's related to each of these projects.

And, two, the level of small business participation in those contracts.

So my question is can that be integrated into the system?

MR. HOOPER: Gretchen, you want to answer that or Angela? Or does anyone want to answer?

MS. CASSINI: Well, I mean, I think that we -- obviously, we want to hear from you, and if that's something that there's board -- Oversight Board consensus about before we move into another phase of this, we would be willing to do that.

I do think that it's probably two different issues. One being what projects are happening and then the other being how is that 30 for 30 actually playing out programmatically.

I think we had originally contemplated that the -- that information would be available in two different places, one that would be managed more by the Office of Economic and Small Business Development.

But, again, you know, we take our direction from you, and so if that's something that the Oversight Board has consensus about, then we'll look at ways that we might be able to have a separate tab that provides that information along the top.

MR. HOOPER: Yeah, I mean, couldn't you do just like a tab that shows, as you're moving forward and awarding projects? I mean, at the end of the day, the game plan is -- is to give that 30 -- to get -- to achieve the 30 percent.

But then once we start awarding projects, couldn't we even put a little

notation or something that stands out that this particular project met the 30 percent? And then even -- I mean, there's got to be a lot of ways where you can --

MR. SOFOUL: Yeah.

MR. HOOPER: -- give that information out. So is that --

MR. SOFOUL: Yeah, certainly. I think we could -- I think we could approach it both ways. I think you can -- I like the idea of once the project has been -- has been let, if we can establish that it met the 30 percent goal, to be able to mark that or highlight it on the project fact sheet, that would be nice to be able to -- be able to show it so that you could have that handout, you know that this project met the 30 percent goal.

And then I also like the idea of having a separate tab to be able to provide information on the -- on the 30 for 30 initiative, as well.

MR. HOOPER: Mr. Frazier, would that be something? Or if you want to make notes as we go along and, you know, make comments about it, I'm sure they'll take that constructively as well.

But if that sounds like a good idea, let us know.

MR. FRAZIER: Yeah, I think that's a good idea.

But I will send a letter in, because I think it takes more than just a little discussion like this.

I've been on a lot of monitoring boards and what have you in which you have to follow all kinds of items, and what I don't want this board to do is

at the 11th hour, when things are almost done, then you start to look at the results of certain things.

And I think because this dashboard is set up in such a very unique way, it's a matter of adding a tab, because you know when a contract is awarded for design --

MR. HOOPER: Uh-huh.

MR. FRAZIER: -- and you know when it's awarded for construction.

So those are two points where you can identify the subcontractors.

What you are not able to do, but I guess the other Office of Economic -- I don't know the name of the department -- what you can track and what they have to track is as that project progresses, they can make a determination how well the -- those contractors are in compliance with their contract.

So I'm not asking this dashboard to do that, but this dashboard can show the results when a project is awarded and --

MR. HOOPER: Yeah.

MR. FRAZIER: -- constructed, because they have that data at that point in time.

MS. CASSINI: And we absolutely intend to do that.

So we will be doing monthly reports -- we do them already -- at the Office of Economic and Small Business Development regarding progress towards assigned goals.

We intend to be bringing you quarterly reports, not just on financial compliance and progress, but also on CBE progress on all of the surtax-related projects so that exactly what Mr. Frazier mentioned, you don't get to the end of a project and find out that you have a problem, because that's not the way that program --

MR. HOOPER: Right.

MS. CASSINI: -- management and oversight should work.

This particular dashboard was something that you all asked us to create to tell the story. This was supposed to be kind of the launch of our marketing efforts and the way of better communicating the impacts and the breadth of the surtax to the public.

The dashboard that we have for the actual Oversight Board is the one that's really clunky and that we looked at and said, you know, this is just a little bit too onerous to ask the public to try to navigate it.

And that's why Ernesto and Nick have done such a -- an amazing job trying to create something that's much more nimble and what I would consider to be accessible and intuitive, more than anything.

But that really multi-layered and very complex dashboard that was initially created for the Oversight Board to be able to track this program over 30 years on a year-by-year basis, literally looking at meeting dates to know exactly what was considered, what was approved, what was not approved, that still exists, and it will always be available and utilized to report to you all.

MR. HOOPER: And won't contractors look at this dashboard? Wouldn't a local contractor, if someone said, hey, you ought to check this out, there's a lot of work to be done here, wouldn't they be looking at -- wouldn't that be one resource for them? Or no? Would they go through some other list of -- because I almost think -- so there's people that are connected to government bids, you know. There's people that typically bid on city and County bids, proposals.

But there's -- but what we're trying to do here is start to attract small local businesses that may not otherwise know about this, correct?

MS. CASSINI: Sure.

MR. HOOPER: Okay. So is there an opportunity to put, I don't know, like you know how, like, they have advertisement flags and stuff? You know, something like -- say we want you. We want you, local small businesses. You know, something like that.

Go ahead. I'm sorry.

MS. KALIL: No, no. I have your answer.

MR. HOOPER: Okay. Great.

MS. KALIL: Hello, Oversight Board. Nichole, your Public Information Officer.

I just wanted to supplement this already great presentation and bring to your attention the public engagement components of introducing this to the community.

MR. HOOPER: Right.

MS. KALIL: First being this will be one of seven features on the November 19th surtax media event --

MR. HOOPER: Uh-huh.

MS. KALIL: -- where they will be doing similar to what they're doing today with members of the press in various niches, development, transportation reporters, people who write about greenways, people who write for OESBD and business development.

So that's one component.

Next to that will be we've had people throughout the years before me subscribe to Penny for Transportation asking for business updates and all sorts of updates like that.

So this subscriber list is now, I'll call it more officiated. It's actually been populated. We're near 500 people.

MR. HOOPER: Wow.

MS. KALIL: And so once this is at its hard launch date and we're comfortable with the general public using it, they will receive notice that this is available and this is why they should use it.

I'm missing a third. Third, more on a business-to-business scale. You saw the municipalities tab. We're going to have a day, I'm thinking in Spring, depending on COVID precautions, but it'll definitely be a full day training for municipal PIOs. So the 30-some cities whom we work with or will work with,

their PIOs will come to a surtax training where they will learn about the program in general, and then we'll divvy down into their cities or their regions or their areas, teach them how projects are coming, timelines, have a little media section where we go over branding. By then, we'll have our logos, whole branding. What our expectations are on social media.

And this will be a good hour, at least, where what we want to do is train the trainer and teach each PIO -- not that we would want them to answer surtax questions, but if it's easy enough and they get a caller from, you know, one of their residents and it's a fairly simple call, they can come to the dashboard and help the resident or business owner --

MR. HOOPER: That's great.

MS. KALIL: -- with surtax information.

MR. HOOPER: That's fantastic.

MS. KALIL: Sure.

MR. HOOPER: Did you get your questions answered there, Mr. Frazier?

And I know there's more, but --

MR. FRAZIER: Yes, I did. Yes, I did.

MR. HOOPER: Okay.

MR. FRAZIER: Thank you.

MR. HOOPER: You're welcome.

Are there other questions from the board members?

Okay. Well, I think this is fantastic.

And, you know, I originally thought that I wanted the more clunky one, but I kind of like this, because it gives you a ton of information already.

And so getting too much into the weeds would be something that guys like you and maybe some of the engineers would want to get into.

But this is great. It gives a lot of information to the public.

I'm sure you're right, the City Commissioners and people in the municipalities are going to want to use it.

It -- I think it's fantastic and it kind of brings everybody all under one roof, which is great.

Do we have another question?

MR. ALLEN: Mr. Chairman?

MR. HOOPER: Yes, sir, Mr. Allen.

MR. ALLEN: Mr. Chairman, this is Phil.

MR. HOOPER: Go ahead.

MR. ALLEN: Hello? Yeah, I got cut off there for a minute for some reason. I got muted out. Maybe it's because my talking too much.

But the question is, is there a possibility to -- let's say I am an investment bank in New York and I'm interested in moving to Broward County but I want to see what kind of tax breaks are available.

And once I do that, I also want to know how is the -- what is the capital program or the surtax program for projects near where I might want to

relocate.

How would you -- how would somebody designate something like a Enterprise Zone, for instance, and zero in on that Enterprise Zone to see which projects that are going to impact that community over the next five years?

MR. SOFOUL: Sure. I think that could be added in an additional tab in the dashboard.

So where we do it in a storyboard type way layout --

MR. ALLEN: Oh, would you do an over -- would you do an overlay of what -- where the Enterprise Zone is?

MR. SOFOUL: I -- absolutely.

MR. ALLEN: And then --

MR. SOFOUL: Absolutely. I'm not sure if I would do --

MR. ALLEN: -- like you expand your pin or whatever it was called when you put the pin down on an area?

MR. SOFOUL: Precisely. Precisely.

But I think I'd probably put it in a separate tab. Again, so I don't want to overwhelm the public with too much information on one tab, because then it has too many -- too many bells and whistles for my mom to understand. So --

MR. ALLEN: I agree, but, you know, somebody like the Broward Economic Development Board or a local realtor who has been contacted by

somebody wanting to relocate a business that -- and they also want federal tax breaks or state or local tax breaks, and they all want to see what the projects -- what kind of investment the community is putting into a certain area --

MR. SOFOUL: Sure.

MR. ALLEN: -- that would also qualify for tax breaks or something like that.

MR. SOFOUL: I think we can absolutely add a tab that would have that functionality in it.

MR. ALLEN: Okay. I had mentioned something to Gretchen in the briefing about maybe trying to reach out to people like the Economic Development Board or the Board of Realtors and put that into their toolbox.

MR. HOOPER: That's interesting, you know, that you say that, because the like, for instance -- what's the one Swindell --

MS. CASSINI: Alliance?

MR. HOOPER: The Alliance. You know --

MR. ALLEN: Right.

MR. HOOPER: -- it's almost like it should be them, they should contract you guys on the side to build a -- a website that takes, you know, those Enterprise Zones, Opportunity Zones, CRAs, whatever it is that's in an area, takes your map with all the infrastructure projects and all the transportation projects -- maybe it goes to the School Board and sees what

schools are being built and, you know -- because that's actually a good idea.

If I was a business coming into town, if I could have a one-stop website that interacts with all the others --

MS. CASSINI: Yeah, even the city G.O. bonds.

MR. HOOPER: Yeah. So it's a good -- definitely a good recommendation, Phil.

Do we have any other questions?

Okay. Hearing none, great job, guys. Really fantastic.

So when is it -- when do we start getting on it? When can we get on it?

MR. SOFOUL: You'll get an email shortly that will have the links, and -

-

MR. HOOPER: Okay.

MR. SOFOUL: -- you can go ahead and start -- start using it.

And we would love to get your feedback on that feedback tab and --

MR. HOOPER: Okay.

MR. SOFOUL: -- fill out the survey for us.

MR. HOOPER: Okay. That sounds good.

So, everybody, get on the website, start trying to drive it around like a new car, and then call your service department and complain to them with anything that's wrong with the car.

(Laughter.)

MR. SOFOUL: That's right.

MR. HOOPER: And they're going to make it a better car. It'll be the next year's model.

MR. SOFOUL: That's right.

MR. HOOPER: Okay. Anything else?

MS. CASSINI: I have a -- well Chair, if you don't mind.

MR. HOOPER: Sure. Go for it.

MS. CASSINI: Thank you, Mr. Chair.

I just wanted to remind all of the Oversight Board members that the next meeting, and our last actual -- it's really a retreat -- our last gathering together will be on November 19th in the afternoon, that that morning is going to be the media showcase event for the surtax.

You'll be getting information about that relatively soon.

And one of the things that Angela and I had mentioned to all of you during your briefings is that in two days, the ability for us to meet virtually and have a quorum, for virtual attendance to constitute a quorum, it will expire.

So we don't have to take any actual action on the 19th. Right now, it doesn't appear that there will be any items that need special attention, although I will keep the Chair informed.

But I just -- did just want to put on the record that unless something were to occur or another executive order were to be given by the governor, we will have to have five people present, physically present, in order to

conduct business, and then four people could virtually participate.

For the time being, I'm going to be recommending to the board that we continue meeting in this facility, particularly because of the partitions and the ability for us to at least accommodate virtual participation and presentations for a little while longer.

And I just wanted to make sure that there was some level of consensus from the board members about that.

MR. HOOPER: So I'll put on my ski outfit for the next meeting.

MS. CASSINI: You say that every time.

MR. HOOPER: I know. Well, the next time, I'm doing it, because I regret -- I put on --

MR. ALLEN: Gretchen --

MR. HOOPER: -- a jacket.

MR. ALLEN: Yes, go ahead, Phil.

MR. ALLEN: -- Gretchen, was the intent to do the retreat at the government center or out at the port where the display is going to be?

MS. CASSINI: We will do the retreat in the Governmental Center in chambers.

And I would also, as I just mentioned, recommend that we do our January meeting also in the Commission chambers.

MR. ALLEN: Okay. Okay. Thank you.

AGENDA ITEM V - ADJOURN

MR. HOOPER: Okay. Is there any other business?

Do any other board member want to bring up any new business?

Okay. All right. Well, thank you, everybody. That was a good meeting.

And we will see you on November 19th.

Thank you, everybody. Bye-bye.

(The meeting concluded at 2:04 p.m.)