

## MINUTES

### INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

August 17, 2022

#### MEMBERS PRESENT:

Phil Allen, Retired, Finance, via telephone

Deborah Madden, Environmental Sciences, Florida Energy Policy Attorney,  
Southern Alliance for Clean Energy

Douglas Coolman, Vice Chair, Retired, Land Use and Urban Planning

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

Allyson C. Love, Former City or County Manager, Assistant City Manager,  
City of Delray Beach

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

**MEMBERS ABSENT:**

**Also Present:**

Angela Wallace, Surtax General Counsel

Gretchen Cassini, Board Coordinator

Ray Burnett, Administrative Specialist

Tashauna Williams-Wilson, Public Information Specialist

Laura Rogers, County Auditor's Office

Tony Hui, Deputy Director, Broward County Public Works Department

Tim Garling, Deputy General Manager, Broward County Transportation  
Department

Barney McCoy, Assistant General Manager, Broward County Transit

Scott Pringle, Director of Florida Transit and Rail, WSP USA

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

Nichole Kalil, Broward County Public Information Officer

Anh Ton, Broward County Public Works

Miriam Brighton, The Laws Group

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at 115 South Andrews Avenue, Room 430, Fort Lauderdale, Florida, at 9:30 a.m., Wednesday, August 17, 2022.

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

**CALL TO ORDER - CHAIR ALAN HOOPER**

MR. HOOPER: Good morning, everybody. We're going to call the meeting to order of the Mobility Advancement Program, the oversight -- Independent Transportation Surtax Oversight Board.

Today is August --

MS. CASSINI: 17<sup>th</sup>.

MR. HOOPER: -- 17<sup>th</sup>. All right. Very good.

**ROLL CALL - ADMINISTRATIVE SPECIALIST ROY BURNETTE**

MR. HOOPER: Can we do a roll call, please.

MR. BURNETT: Good morning, everybody.

MR. HOOPER: Good morning.

MR. BURNETT: Alan Hooper.

MR. HOOPER: Here.

MR. BURNETT: Douglas Coolman.

MR. COOLMAN: Here.

MR. BURNETT: Debbie Madden.

MS. MADDEN: Here.

MR. BURNETT: Anthea Pennant.

MS. PENNANT: Here.

MR. BURNETT: Shea Smith.

MR. SMITH: Here.

MR. BURNETT: And Dr. Consuelo Kelley, Allyson Love, Phil Allen,

and Ron Frazier will be attending virtually this morning.

MS. CASSINI: Can we get them to acknowledge that they're on?

MR. BURNETT: They'll be on mute.

MS. WILLIAMS: Okay, so announce each person first.

MR. BRUNETT: Sure. Dr. Consuelo Kelley.

MS. WILLIAMS: Ask her to unmute.

DR. KELLEY: No, I just wanted to check. So I don't need to say anything, and you know I'm here. Okay.

MR. BURNETT: Thank you, Dr. Kelley.

MR. HOOPER: Good morning.

DR. KELLEY: Thank you.

MS. WILLIAMS: Next.

MR. BURNETT: Allyson Love?

MS. LOVE: Good morning. And I am online.

MR. BURNETT: Phil Allen.

MS. WALLACE: He raised his hand.

MR. ALLEN: Yes, here.

MR. BURNETT: Thank you. Good morning.

Ronald Frazier.

MS. WILLIAMS: He is not on yet, that I see. I don't see Ronald Frazier's name.

MS. CASSINI: So, Mr. Frazier has not yet connected. We'll let you

know when he's on.

MR. HOOPER: Okay. Very good. All right. Well, we have a quorum, I think, right?

So we've got a big meeting today. It's going to last a little while.

I'm going to apologize now. I do have to leave for a short period of time around lunchtime, so it might overlap a little bit. But I'll try to get back as quickly as possible.

And then my Vice Chair will take over while I'm gone.

So let's start with the workshop agenda, and I'll let you take over from here, Gretchen.

MS. CASSINI: Thank you very much, Chair.

Okay. Now it's not working.

MS. WILLIAMS: Did it get unplugged?

MS. CASSINI: It was working just a minute ago.

Sorry about that. We did test all the technology ahead of time.

MR. HOOPER: No problem.

## **AGENDA OVERVIEW - BUDGET WORKSHOP**

MS. CASSINI: So this is just an overview of what we're going to be covering today.

We'll start off with a brief background and history of the program for those that might be tuning in for the first time.

Then we will quickly go through the 2022 fiscal year accomplishments

to date.

And then at that point -- you can go to the next slide, please -- we'll move into the detailed fiscal year 2023 budget requests, starting with Broward County Transportation Department.

We'll break for lunch, and then we'll move into Broward County Public Works. We'll show the municipal FY 2023 program in the five-year plan, surtax investments, and then, of course, your support services.

At which point, we will close the meeting and have the opportunity for Q and A.

And if there's any board member that needs additional information prior to action on your regular meeting on Friday, we would ask you to provide that to us at that time, that request.

So as most of you know, back in 2018 the County placed a ballot referendum to -- and asked the voters whether or not they would like to increase the sales tax, which was then six percent, to seven percent, a one percent sales surtax focused on transportation.

That's authorized under Florida Statutes 212.055.

And on Friday, during the regular meeting, you'll notice that the eligibility determinations that you all are responsible for doing occur based on that.

And so we'll be showing the sections of statute that actually relate to the eligibility determinations.

The County Commission is going to have a budget workshop on the surtax capital fund on August 30<sup>th</sup>, and our budget resets, our fiscal year resets, on October 1<sup>st</sup>.

Next slide, please.

We have the following main components of this 30-year program.

The Broward County Transit system, including operations and capital.

Our County Public Works, which is currently in the surtax only requesting capital.

The municipal community shuttles, both existing and expansion in operations and capital.

Then we have municipal capital projects, municipal rehabilitation and maintenance projects, and the support services, which includes the MAP Administration and, of course, the folks that serve you.

Next slide, please.

The 30-year program has five main goals: to create connectivity, improve transit service, transit -- traffic system management, which is also congestion management. You'll see that term used interchangeably. Enhancing multi-modal options, and ensuring economic development and benefits.

And then, of course, the three foundational elements where Mobility Advancement Program's administration really focus: transparency, accountability, and resiliency.



And now I'm going to turn it over to Mr. Hui from Public Works to talk through some of the accomplishments to date.

## **PRESENTATIONS**

### **I FY 2022 ACCOMPLISHMENTS THROUGH 3<sup>RD</sup> QUARTER (10/1/21-6/30/22)**

#### **- Public Works**

MR. HUI: Good morning, Mr. Chair, members of the board. Again, Tony Hui with Broward County's Public Works Department.

What you see here in the slide in front of you is -- and I'm happy to report is we got -- over the past years, we completed nine projects.

And this is -- these nine projects are completed through the construction phases, been tested, operational, and so forth, so the public are seeing the benefits of the projects.

We, of course, had a number of projects that are finished through the design phases and they are moving on to construction and so forth, but they're not included here because the public hasn't seen that part of it yet.

So we're happy to report that.

And I do want to highlight a couple of these projects to you, because I think it's important, it's something we've talked about in the past before.

If you look down the list, they include bridge rehab projects, drainage projects, mast arms, school zones, and then also the last one there, the video detection maintenance is an installation project that -- that -- that we

have talked with the board about in the past.

And what I do want to highlight to you is is like the bridge projects up in the top. There are three of them that we completed this past year.

You may recall that we talked about that these were projects that were recently identified by FDOT as having issues.

We came up with an innovative method of doing the rehabilitation that primarily did the work under the bridge rather than on top of the bridge, and saved again, the surtax and then the County a number of -- a number of dollars, and then it also saved the public a lot of headaches, because most of the work was done at the bottom rather than at the top.

So three of them were completed.

The top one there, actually -- and so what we -- what we do typically with these things is that FDOT do the inspections of the bridges that identify the issues, and after these bridges are done, we get them to come back and do inspection of the bridge after it's done to -- to evaluate the improvements that have been made.

And out of a scale of a hundred -- the top one is the only one that we've been able to get FDOT to inspect at this point. The other two are later on the list for them to do the work.

So on the top one, we were -- they were able to inspect it. On a scale of a hundred, all the ratings were above 90. 93, 95 in terms of the health and sufficiency and so forth.

So we essentially got more or less new bridges that's going to last for quite a bit of time, you know, as we go.

And if you take a look at the bridge -- excuse me -- take a look -- excuse me. If you take a look at the middle picture there, that's the branding of the bridge, identifying it as a MAP project and the public seeing the benefits of it.

So I do want to -- I -- I do want to highlight that to you, and -- and that's something that the public is seeing and seeing the benefits of the program.

The other one that I want to highlight to you is the very last item on -- on the -- on -- on that list, the V1, video detection maintenance.

And this was an installation contract. We purchased the equipment with the surtax funds, and our staff went out and installed this equipment.

What this equipment allowed us to do was that it allowed us to bring in a lot more alarms, bring in a lot more video information, with -- with regards to our video cameras.

So we -- we were able to -- with the new alarms and with this new video information, we have been able to identify issues became -- before they -- they got worse.

Over just -- just this past year, or starting, you know, at the beginning of this year, we issued over 1500 work orders to go out and correct these because of this initial alarms and then also video information.

What that does is it -- is that it allows us to get a better handle on the maintenance requirements of our system. It allows us to continue to optimize our system, make sure that there -- the existing system is working at the best ability while we're concurrently waiting for all of the structural improvements, the projects to come in, the transit improvements to come in.

So it allows us to continue to maximize the usage of our system while we -- while we -- you know, these other surtax improvements come in.

So I do want to highlight that to you.

MR. HOOPER: So are you saying that -- what kind of videos are these? Are these videos at intersections?

MR. HUI: Yeah. Uh-huh. Yeah. Uh-huh.

MR. HOOPER: Okay.

MR. HUI: Uh-huh.

MR. HOOPER: And of that work, was that -- is that videos at every intersection or --

MR. HUI: No.

MR. HOOPER: -- a lot of intersections?

MR. HUI: It -- yeah, it's a lot. So the -- what we did is is that the -- so first of all, it's the -- we call these encoders, which is essentially bringing back video information.

We installed over 750 of them --

MR. HOOPER: Okay.

MR. HUI: -- intersections, and -- and each one of them handles like three or four cameras, depending on how -- you know, how -- how they intersect.

So all of the information is brought in.

It doesn't make sense to put it in every single one, because it's the major ones that has the impact --

MR. HOOPER: Uh-huh.

MR. HUI: -- that -- that has the major impact on the -- on the -- on -- on the -- on the signal timing of our system.

MR. HOOPER: And so I know this is a stupid question, but --

MR. HUI: No, no. Uh-huh.

MR. HOOPER: -- are human beings looking at these?

MR. HUI: Of course. Yeah.

MR. HOOPER: So if you have 750 cameras, how can -- what is it? Do you look for like something, an event to occur --

MR. HUI: Yeah. Uh-huh.

MR. HOOPER: -- or -- or --

MR. HUI: We -- we schedule them. We -- we do have staff available to review alarms every single day, every single --

MR. HOOPER: Uh-huh.

MR. HUI: -- morning. We also take a look at the -- the video information.

MR. HOOPER: Uh-huh.

MR. HUI: And what we -- what we do is is that it doesn't make sense to take a look at each one all the time, so we schedule them. And then --

MR. HOOPER: Uh-huh.

MR. HUI: -- you know, we -- we go through cycles. And then when it's done, we come back, and, you know --

MR. HOOPER: Wow.

MR. HUI: -- we move them. So we identify --

MR. HOOPER: That's a lot of cameras.

MR. HUI: -- we identify issues. It's -- we -- we identify issues early, is what we're trying to do, because what happens is is that if you don't fix them early, it continues to get worse. It affects one intersection, more intersections. No, so --

MR. HOOPER: Was it that control center that we were in that one time where all the cameras were up on the -- on the wall?

MS. CASSINI: Different.

MR. HOOPER: Similar, though, right?

MR. HUI: It -- it -- it is, but it's a new -- the -- the -- what -- what you see is the big cameras on the screen --

MR. HOOPER: Yeah. Yeah, yeah.

MR. HUI: -- it's mostly FDOT cameras.

MR. HOOPER: Oh, I got it.

MR. HUI: They -- they -- they have it on, you know, the freeway system and so forth.

MR. HOOPER: Sure.

MR. HUI: And what we do is is that with the newer technology now, it's mostly PC-based. You know, all of our -- our timing engineers and so forth, they are in front of their camera -- in front of the computer monitors, excuse me, and then they -- you know, they go through --

MR. HOOPER: Okay.

MR. HUI: -- each one of those. And -- and they do cycle them. So no -- no one is looking at a thousand of them a day, you know.

MR. HOOPER: Okay.

MR. HUI: Uh-huh.

MR. HOOPER: Thank you.

MR. HUI: Sure.

MR. COOLMAN: Mr. Chair, I have a question --

MR. HOOPER: Yeah, sure.

MR. COOLMAN: -- for Tony.

Tony, these are the Public Works projects.

MR. HUI: Uh-huh.

MR. COOLMAN: We started collecting the money in January of 2019.

These are the first ones completed, correct?

MR. HUI: Yep. No, no, no. We -- we had a number of them

completed last year, too.

MR. COOLMAN: Yeah, you said some others, but --

MR. HUI: Yeah.

MR. COOLMAN: -- what -- what's the approximate cost of what -- nine

--

MR. HUI: I think they're -- these nine are probably in the range of I would probably say about maybe 20, \$25,000,000, somewhere in that range total.

MR. COOLMAN: The total.

MR. HUI: Yeah. Uh-huh. Somewhere in that range. Uh-huh. I don't have the exact numbers.

MR. COOLMAN: No, that's fine. But, I mean --

MR. HUI: Yeah.

MR. COOLMAN: -- just -- so it's only \$25,000,000, what we're looking at here.

MR. HUI: Uh-huh. Yeah.

MR. HOOPER: But -- but -- but to clarify, those are projects that have been completed in 2022, but there's a bunch of them that were teed up --

MR. HUI: Yeah. Uh-huh.

MR. HOOPER: -- or queued up and that are underway and stuff like that.

MR. HUI: Yeah. Exactly. And -- and I'll get --



MR. HOOPER: I guess this is the right stuff.

MR. HUI: -- to them --

MR. COOLMAN: But these --

MR. HUI: -- on the next slide, yeah.

MR. COOLMAN: -- are the first ones actually completed.

MR. HOOPER: That are actually finishing, yes.

MR. COOLMAN: Okay.

MR. HOOPER: That's right. That's right.

MR. HUI: Yeah. And in addition to these, I think I also want to just highlight for your information and then also as some accomplishments of our staff is that in addition to these, we this -- this past year, we also got two grants. One with FDOT to expand the road on Pine Island Road. \$8,000,000.

And we were also able to obtain the grant for Broadview Park that -- that, with a \$5,000,000 participation from our part, we're going to receive about a 16 and a half million-dollar grant.

So -- and then we're also awaiting a third one.

So we're -- we're doing pretty well in terms of, you know, doing some of the things that -- getting -- leveraging and surtax money --

MR. HOOPER: That's good.

MR. HUI: -- and so forth as we go forth.

MR. COOLMAN: So, Tony --

MR. HUI: Yeah.

MR. COOLMAN: -- you hit on it. The 25 made was all surtax or it was surtax and others? So we actually spent --

MR. HUI: These were all -- the -- the -- the 20 to 25 that I talked about is surtax funds.

MR. COOLMAN: Okay. Okay.

MR. HUI: And then -- but on -- on a -- on -- as an example, one of -- at least one of the bridge projects, we had some of the internal staff that did some of the work, and I didn't count that as part of the 20, 25. So there may be a little bit more than that if you look in total, but the 20 to 25 that I mentioned is related to surtax funds.

MR. HOOPER: Gotcha.

MR. COOLMAN: Thank you.

MR. HUI: Sure. Uh-huh.

MR. HOOPER: So --

MS. CASSINI: And -- and just to clarify, that we have had Public Works projects completed in '20 and '21, so this is not the first set or tranche of Public Works projects to be completed.

MR. HUI: Right.

MR. COOLMAN: Were they surtax dollars?

MS. CASSINI: Yes.

MR. COOLMAN: Okay.

MR. HUI: Just to -- and, Mr. Coolman, to sort of follow up on the question that you were leading to earlier, the next slide shows where we're at. We're -- we're -- right at the moment, we are working on 94 projects.

Just to put it in perspective, last year at this time when we were talking about it, we had about 70 -- little over 70 projects last year.

So we're -- we're continuing to expand, and then, you know, as we go forth, I can, you know, see us continuing to do so.

Right at the moment, 18 of those projects are in the procurement -- design procurement phase. 49 of them are in design, with 21 of them nearing completion.

So those 21 will be -- in short order be starting to move into construction procurement and then construction, you know, at that point in time.

And then just to -- just to sum up, in the back, is is that there are 25 of the projects that currently under construction. I don't know the exact dollar amount, but it is projects that, you know, we have discussed with the board in the past before.

So we've been busy. And -- and we -- we expect to continue to be so.

And but I think we're making very good progress as we go.

MS. MADDEN: Awesome.

MR. SMITH: I have a --

MR. HUI: Thank you.

MR. SMITH: -- quick question.

MR. HOOPER: Go ahead.

MR. SMITH: It kind of ties into what Mr. Coolman was asking, I think, to some degree.

So how do you -- from a Public Works perspective, how do you budget your jobs from a timing perspective?

So, in other words, where did you think we would be kind of coming into this fiscal year? Are you budgeting, you know, dollars you want to get into the ground or are you budgeting number of jobs you want to get started?

Like how -- who's controlling the pace of this and how do you kind of monitor the pace?

Because I think at the end of the day, you know, part of our concern is making sure we're deploying the -- the resources as quickly as we can, right, and --

MR. HUI: Uh-huh.

MR. SMITH: -- showing results.

MR. HUI: Yeah, I -- I think what we do is is that we -- we frequently -- definitely at the beginning of the year when we -- when, you know, the -- our Board approves a certain budget and so forth, we make sure that we have enough adequate staffing available to manage the project.

And what we want to do, too, is is that, as you probably know, we do not do the actual design of the project it -- themselves. We -- I should say we

20

-- we do not do the bulk of it. We do some of it.

And then we also do not manage specifically the construction of it.

So, you know, for us, in order for us to be able to move the project as quickly as -- you know, as we go is is that we need to make sure that we have the consultants available to do the design work.

And for us to do that is is we need to make sure that we have general -- as an example, general service agreements in place for the smaller projects so that we can -- you know, we can move them along.

And -- and then when -- we also, you know, have the consultants available to help us manage the projects as we go.

So we -- we schedule that, you know, frequently. We -- to make sure that, you know, these projects are moving along as quickly as -- you know, as we can on it, because we have a -- we have quite a number of them, and then, you know, we -- we do want to -- it -- and we do want to proceed as quickly as possible.

MR. HOOPER: Okay.

MS. CASSINI: Mr. Chair?

MR. HOOPER: Yes.

MS. CASSINI: And, Tony, could I just -- I think, just for those that might be watching, that was one of the reasons why I emphasized when we talked about the major components of the program, right now, the way that Public Works is budgeting is they're only requesting from the surtax design

and construction funds for capital projects.

There is no operations.

So the in-kind work that's done by staff is non-surtax. And the vast majority of the staff that work on the surtax are actually either in the gas tax fund or General Fund.

So the surtax is really just coming into design and construct projects, but the capacity to do that has to do with the number of people in this community that are available to do that work.

MS. PENNANT: Mr. Chair.

MR. HOOPER: Yes.

MS. PENNANT: Two things. First of all, Tony, I want to commend you and your staff for leveraging those grant dollars.

MR. HUI: Thank you.

MS. PENNANT: That's a big deal, and we --

MR. HOOPER: Uh-huh.

MS. PENNANT: -- I don't want that to be lost --

MR. HOOPER: Yeah.

MS. PENNANT: -- in this conversation.

MR. HUI: Right. Uh-huh.

MS. PENNANT: Because it really is bringing value to the dollars that we're spending through surtax.

But you just mentioned something, Gretchen, that kind of had me

thinking about something we talked about previously, how we track in-kind dollars or in-kind donations.

I think that's something that, when we're looking at the budget later on, we should factor those dollars, because it is -- potentially has value.

MR. HUI: Of course. Yeah.

MS. PENNANT: So we should be calculating what -- what your in-kind services add up to.

That's it.

But thank you.

MR. HUI: You're welcome.

MR. HOOPER: Any other questions for Tony?

Okay. Thank you very much --

MR. HUI: You're welcome.

MR. HOOPER: -- for the update.

– **Broward County Transit**

MR. HOOPER: Okay. I think, Tim, you're on, right?

MR. GARLING: Okay. I'm up.

MR. HOOPER: All right.

MR. GARLING: So good morning, Mr. Chair, members of the board.

MR. HOOPER: Good morning.

MR. GARLING: So I'm Tim Garling. I'm Deputy General Manager of the Transportation Department for Broward County.

So we're going to talk about some of the things that we've accomplished in -- in the last year.

The first thing I want to talk about is our electric bus program. So this is pretty exciting news.

We have got the first 12 Proterra electric buses on the road right now, in service.

They're -- we have a distinctive look to them, so you -- if you've driven around downtown Fort Lauderdale, Broward Boulevard, you might have seen these -- these buses out -- out there in action.

So -- so we've got the first ones out there on the road.

We're just completing -- we've been -- we actually have been using the charging stations, but we're just completing the project for the infrastructure at the Ravenswood facility. So you can see the -- the photo of that.

We also this year have placed an order for two 45-foot MCI over-the-road coaches for our express bus program. So these would be the first electric buses for the express bus program.

MR. HOOPER: Awesome.

MR. GARLING: And placed an order for 30 more of these Proterra electric buses that we expect to have each of these in sometime in 2023, you know, early in 2023.

All of these projects so far have been purchased with federal money,



but the significance is, as you'll see with our budget, there's a -- as it comes up, we're going to start to see some transition into vehicle purchases coming into the surtax program.

But sort of the watershed moment here is we now have a plan. The useful life of a bus is about 12 years. So we're kind of looking ahead.

We now have a plan where our entire fleet -- which is going to grow, but right now, our fleet's got 413 buses -- our entire fleet will be all electric by 2035.

And, significantly, from this day forward, we're not going to purchase another diesel bus.

So for somebody that started in the industry 40 years ago to get to this day where you can say, well, you're not going to buy anymore diesel buses, it's -- it's really quite -- that's quite an accomplishment and quite a day, sort of a profound day.

We've been running bus systems in sort of the same way for year after year after year. And to get to this place where the technology has really come forward that we can now look at an all-electric bus fleet and all the benefits we get from it, we're really excited about where we are and what the -- what the future of -- of the delivery of public transit is.

MR. HOOPER: Can I ask a question about that? Is there any analysis done that would show the benefit of cost versus -- you know, the diesel fuel versus charging it electrically? Is there a benefit there in terms of

25

cost per gallon versus just the charge itself?

MR. GARLING: Yeah, just -- just overall that there's a -- at least an understood cost of -- cost reduction in using --

MR. HOOPER: Yeah.

MR. GARLING: -- the electric charging.

As we go forward, we also believe that we're going to see maintenance cost reductions.

An electric bus is just less costly, less replacement of brakes and things like that.

On the flip side, you probably have some pretty expensive battery replacements at the mid-life of the vehicle.

So it's -- it's still kind of -- it's still -- it's still not exactly understood. It's just so new.

MR. HOOPER: Right.

MR. GARLING: But we're anticipating that it is actually going to cost us less overall --

MR. HOOPER: Uh-huh.

MR. GARLING: -- right, through the life cycle of the vehicle than a diesel bus.

So you get that further advantage, and then also just less susceptibility to the -- you know, the -- the whims of the fuel prices that go up and down and -- and, you know, those types of things.

So, you know, I think, you know, we'll see. And -- and we'll continue to report out on them as -- as we get further down the road.

And, as most of the industry that's kind of started to use it, this battery issue's a big one. But, you know, the battery technology continues to improve, right --

MR. HOOPER: Right.

MR. GARLING: -- from where it was just a few years ago. So the life of the battery and -- and how we maintain the battery and all those things are -- are still evolving.

MR. HOOPER: Interesting. Thank you.

MS. WALLACE: If I may? Tim, would you want to talk about the net metering agreements we have with FPL and how that works in terms of our savings associated with the solar power and the net metering and how we save money by having solar power on the electricity?

MR. GARLING: Yes. So we're -- we're actually -- wherever we have solar power -- an example of that is also with our Lauderhill Transit Center where we put solar power panels in. Basically, that facility is what we call a net zero facility. We completely run that facility for free, right? We don't -- don't get charged any, you know, electric cost for that -- for that facility because we're able to generate the facility costs with the solar panels.

In the long term, not quite sure where we'll be on generating, you know, power for -- for buses. We're -- we're looking at that.

There's some systems that are, you know, maybe creating a sort of solar farm maybe to try to run their vehicles, but you need a lot of area. And so, you know, we'll see how that part goes.

But, you know, for now, having the ability to generate electricity just to -- to do that creates a savings on the operating budget.

MR. HOOPER: Excellent.

MS. PENNANT: Do you have -- do we track the savings?

MR. GARLING: Oh, no. Absolutely, yes.

MS. PENNANT: Okay.

MR. GARLING: Yeah, in our annual budgets, yes.

MS. PENNANT: Okay.

MR. GARLING: Okay. Moving on. So the -- these are actually -- so from the -- from the beginning of the surtax program, we just wanted to -- to show you that we've actually made some big progress in our bus shelter program.

We have 4500 bus stops at Broward County, and about 1100 sheltered stops, right? Covers for people.

That's grown quite a bit over the year, and, really, since the surtax money started to hit us in -- in 2019, we've actually installed 221 bus shelters.

And you can see we've got a lot of work going on. We've got 85 more under construction. We've got, you know, 49 under permits.

And as we talk about as we get into the budget for '23 and for the next five-year plan, we've programmed essentially 75 shelters a year sort of off on into the future so we can keep making progress to make it more welcoming for people to come to the bus system and to wait in the shade and -- and to -- to get some shelter.

And then, in addition, we've invested money in additional bus stops to add to the convenience of the system.

So we've installed 46 new bus stops, and we've got, again, work in design, we've got some pending permits.

So these programs now, we're -- we're happy with where we're at. These programs are kind of up and running, in the pipeline. We're getting them designed, we're getting them in the ground, we're getting them permitted. So that part of the program's really rolling along.

So as we -- we've got some things to talk about for our operations, but as we look to the future to get that infrastructure in place so, you know, people have a good access to the system, that's looking in very, very good shape, and -- and the surtax has helped with that.

MR. HOOPER: Just to -- does it -- like when you get a new project, like a building development being built, and on the sidewalk, you have to provide a new bus shelter, is -- who -- who provides it? Does the County provide it or does the developer provide it?

MR. GARLING: In most cases so far, the County's been providing it.

You know, there -- there are some circumstances, particularly with, you know, public buildings -- we're looking at our new Convention Center, things like that -- where, you know, we're trying to integrate --

MR. HOOPER: Yeah, yeah.

MR. GARLING: -- with -- with part of --

MR. HOOPER: The design.

MR. GARLING: -- with part of the design --

MR. HOOPER: Yes.

MR. GARLING: -- of that building --

MR. HOOPER: Sure.

MR. GARLING: -- to --

MR. HOOPER: Sure.

MR. GARLING: -- to try to do that. But at this point, like, you know, the bus shelters and things that we have are provided --

MR. HOOPER: I -- I can tell you from my perspective, like with the city and their -- the required lighting, the street lighting, I often am chasing a design that they have and sometimes it's back ordered.

It would be -- and if I do a project where I had to put in a -- a bus shelter, it would be nice if I -- if I -- if it were on me to put it in, that I could get it from the County rather than having to procure it.

And I don't know how you do that, but -- but I know I'm going to be building a big project here soon, and we do have probably two bus -- bus

stops.

So if it were more seamless for the developer to get it installed, it's better for the customer as well.

But I do run into issues, especially with supply chain, on some of the city infrastructure that I have to install.

Like I'm -- I'm finishing a project, and the lights won't be here until sometime at the end of the year.

MR. GARLING: So I'll -- I'll look into that specifically, but we face the same supply chain problems.

MR. HOOPER: Oh, you do. Okay.

MR. GARLING: Yeah, with --

MR. HOOPER: Okay.

MR. GARLING: -- you know, with our --

MR. HOOPER: Because these are great looking.

MR. GARLING: -- shelters and things. Yeah. And, you know, prefab, we get them up.

And we also -- we've got a good staff, and this is one of those with practice comes proficiency. We know how to get these up. We know how to get these in.

MR. HOOPER: Yeah.

MR. GARLING: We know how to design them.

MR. HOOPER: Exactly.

MR. GARLING: We know how to produce them. So kind -- kind of looking forward to how the whole program's going to work --

MR. HOOPER: Right.

MR. GARLING: -- as you kind of get everything set up, and we've got these long sustaining programs, you just -- you just keep it rolling, right?

MR. HOOPER: Start making it production, yeah.

MR. GARLING: Yeah.

MR. HOOPER: Great.

MR. GARLING: Okay. So this is just to -- to provide now just a quick summary of -- of, you know, where we are this year.

What's going to come up in a couple minutes, we're going to talk about the systemwide study PREMO. So I won't spend much time talking about that right now. So we've got a whole presentation coming on that, because of all the things that we're doing, probably the most important thing right now for us and our future is the PREMO program and our design and our understanding of it.

We've got the electric bus program underway.

This year, we got delivery of 30 new Gillig 40-foot buses. Those came in in March. And 15 New Flyer buses. Those came in in August, just now.

The larger buses really help us with capacity and -- and room for -- for, you know, folks to ride.

Both of those were -- were purchased with federal funds.



But, significantly, that's it, right? Those are the last diesel buses that I'm buying, right? So from now on, it's all going to be electric.

This fall -- we're -- we're trying to finalize the date, but, you know, probably September/October, we're going to open a park and ride in Miramar. So this will be a way to kind of consolidate some of the smaller park and rides we have in the area. 420 spaces for our express buses that go down to Miami.

So, actually, this has been a project that's been done in partnership with FDOT. We've used local concurrency funds to do that. And FDOT actually constructed it for us.

So we've been working together jointly.

And FDOT funds the -- the express bus program, and -- and we operate it.

So that's coming online. So that will start to as -- again, as we start to look to the future of kind of getting Transit kind of back and -- and working, this will -- will be a nice improvement.

We've talked about the bus shelters and the bus stops.

And before I get to the last bullet, I -- I do want to talk about -- I'm -- I'm not sure accomplishment's the best term for it, but I want to talk about -- a little bit about ridership and what we -- what we've faced this year.

So we're coming out of -- we're not out of it yet, but we're beginning to step forward and come out of COVID, out of the pandemic. And it's really

been, you know, quite an effort.

And if you go back just a couple years, mandatory masks; literally, we were making announcements, messages only for ride the system for, you know, the most important trips, you know, and kind of stay away. And then -- you know, for safety, for public safety.

Then it was social distancing. You know, every other seat. 50 -- you know, 50 percent capacity was all we would put on the buses.

So you had this period of time, right, as -- not to forget about this -- as we were trying to safely get through the pandemic, which I -- you know, I think we ended up doing a good job with that, right? We had air ion- -- air ionizers installed in the vehicle to help clean the air. We did the mask mandates. We had rear door boarding, so the people didn't come through the front of the bus. We didn't charge for fares.

There were a number of those things that were really shocks to the system and how the system normally operates.

And now we're trying to put everything back together.

So I was on a -- on a call, a national call with the transit agencies just Friday. And it -- the national average right now is -- of all transit systems across the country, the number is about 60 percent of the pre-pandemic ridership has been restored, right?

So as an industry, it -- you know, it's been punishing, as an industry.

So our situation is actually brighter here than it is nationally. We're

about 80 percent recovered. So that's a good, positive -- you know, positive to think about where we're at for the future and how long our recovery's going to be, but we still have a recovery to make.

And our community shuttle program, we -- we see that -- and those services are a little bit different than our -- our fixed route service. The hours are -- are lessened, and not a lot of weekend service and things.

The community shuttle's only recovered to about 60 percent. You know, so they're -- they're kind of more like the national average.

But both our paratransit and our fixed route have recovered to 80 percent.

And I'm not really sure that we have a great understanding of why. I think one of the things I would speculate is that compared to a lot of cities that have, you know, sort of really strong central business districts and work trips, we're an area that has a very service-centric or hospitality-centric, you know, industry, and that many of our jobs are things that aren't so sensitive to, you know, work trips. You know, coming to an office building.

I think that we were seeing a lot of people were staying at home, right, and working from there.

And so I think if you get to some of the bigger cities, a lot of the businesses and stuff were still kind of struggling with that, with that issue.

And when you're doing service and service-related jobs, you can't do those from home. You know, you have to get out and get it.

I also think it's a reflection of at least the -- you know, the current demographics of the people that ride our system. You know, people without cars and things that just have no other -- no other avenue to go forward.

So, in some ways, I think the -- that's just context of where we might be with ridership and why the ridership might be there.

And then some of the challenges going forward is going to be we need to attract, you know, those work trips and things like that.

So some of the challenges the industry faced will be the challenges that we'll face in trying to get people back to the system.

So I just wanted to kind of put that in context about kind of where we stand and where we stand with ridership. And we'll have more to talk about how we plan to roll our system as we talk about the budget later on.

But that brings us to hiring, right? So in the last year, we hired 280 employees. And that's actually a 37 percent increase of what we hired the year before, and the most people we've ever hired in a single year.

Which sounds good, but we are really lagging at overall hiring, particularly in the area of bus operators and mechanics.

So one of our struggles right now, overall, we have an -- the organization has about 1377 positions. We have 248 vacancies, or about 18 percent of our system that have vacancies.

And, again, this call I was on with the people from the transit industry, people from Florida, other agencies, everybody's facing these problems. It is

really, really challenging to get drivers.

And watching CNN this morning, I just saw a story about St. Louis, the school bus system in St. Louis has to cancel 35 routes because they can't get school bus drivers.

So these problems of getting drivers are sort of nationwide and a problem.

In our bus system, we have about 847 drivers, and we're 123 short. That's somewhere around, you know, 15 percent shortages of bus drivers.

So we're really trying to address that, because, you know, even as, you know, our ridership, we want our ridership to expand, the way-out ridership is going to expand is actually to provide better and more service. So that's kind of the trap we're in, right? We've got to get more buses out there.

So we really have to try to recover and get back to where we were pre-pandemic in our pre-pandemic employment.

So a couple of things that we've been doing, we just got approval from our Board and negotiated with our labor union to do a \$1,000 signing bonus for new bus operators. That was just in June, so we're not really quite sure how that's going to play out over the long term, but we'll see.

Some systems I've talked to, you know, the signing bonuses are nice, but the issue is retaining people --

MR. HOOPER: Yeah.

MR. GARLING: -- right? So it's going to still be fundamental on what we pay people and how we do that going forward.

We have also tried to do everything we can to do outreach events and go out to find people, right? So we had a very successful event in May at our offices in Government Center West.

We did it on a Saturday, and we had 60 people actually show up for this Transit-only job fair for bus operators.

And we set it up with sort of stations that people could work through, they could apply on the computer. We could do interviews with them.

We kind of just worked everybody through. And we were getting people sort of through all of our stations in about one hour's time.

And we ended up hiring 38 out of those 60 people that came in.

So thinking about, you know, kind of ways to make this work with the - - with the -- sort of the new employee, you've got to grab them.

Some of the process that governments had where it takes long, long lead times to -- we'll get back to you, and we're doing checks and things like that, all those things, while those are going on, people go find other jobs, you know, the way the job market is.

So those kinds of innovations where we can actually get people, get them in, and get them to the job.

And I think that bus operator, you know, we have pay issues, but a bus operator job is a really, really good job. You don't have to have a college

education to do it. It is a sustainable, long-term job. It has benefits, and also opportunities for growth. You know, opportunities to become a supervisor, opportunities to move up.

I spent years working in New York City, and many of the -- my fellow managers and many of the supervisors we had did not have college educations, but they knew the job, right? You know, they knew how to get things done. They knew how to manage people. They worked through.

So I just think it's a really, really good job for career advancement because of the fact that if people -- if people really know that and we know there's an opportunity.

And a -- and an additional thing that we're doing is that we've been working with the Prosperity Partnership. And so I attend monthly meetings. My staff is now attending meetings.

And the Prosperity Partnership has identified sort of six ZIP Codes within Broward County where we're sort of behind in, you know, employment, where we have, you know, economic issues. And we're really focused on, you know, trying to do outreach and support that.

So we've got some outreach events that we're working with them to actually show up in those neighborhoods. You know, go find where the people are.

Everything that we do, we're sending our social media stuff to Prosperity Partnership. They're helping us get the word out.

So we're looking for every one of those kinds of opportunities we can to really address trying to get people hired.

And my goal really is is to make fiscal '23 our year of restoration. Our goal is just to try to get back to where we were in 2019.

So if we can get there, then we can really start talking about what we need to do, which is expand the service, right, to get to that place.

So this is the year of kind of putting everything back together.

And so there's big things happening, but challenges. Significant challenges of trying to get our workforce back together.

MR. HOOPER: Ms. Pennant.

MS. PENNANT: Awesome, Tim. I love everything that you're saying. I love the fact that you're being so innovative and -- and trying to outreach to communities where we know unemployment is still very high.

I was curious to know exactly how many positions you said are available, and what's the pay rate for, say, a bus operator?

MR. GARLING: So we have 123 vacancies for bus operators.

MS. PENNANT: Uh-huh.

MR. GARLING: So our current starting rate is \$16.32, right? And so if you're kind of aware of the prevailing market of what you get paid at, you know, McDonald's and Walmart and things like that, we still have some issues with what our initial pay is.

But we've raised our initial pay. We used to have a training rate. We



worked with our union and the Commission agreed that we eliminated our training rate. So we're starting people through that first-year rate that come right through the door. We have a ten-week training program.

So from the very beginning when they open -- come in, they get that 16.32 for the first year.

We have a six-year step program to get up to full pay.

All things that we have to look at.

And we have opportunities. In '23, really September 30<sup>th</sup> of 2023 is when our labor contract expires. So we have an opportunity to really look at these issues with our labor union, really in partnership, and try to figure out a way to create a labor contract that works for both us and the union and can maybe address some of these issues that we can, you know, get people to not only join our system, but retain them, you know, over the long term.

And you -- back to retainage for just a minute. You know, back in my day, if you got a job and you felt sort of that comfort of a sustainable job and - - and you stayed. And we're seeing people that are getting jobs as bus operators and leaving after a few years to take higher pay at one of these other jobs.

Even though we've got retirement benefits, we've got long-range benefits, there just doesn't seem to be the view of long-term stability.

And right now, it's immediate gratification, get the best pay you can, move to that next job.

So we just have to think about those things. This is the world we live in now.

And so the way we constructed our jobs, our pay scales, all those things, we have to look at everything now, and we've got to try to exist in the what we want, because we want a world-class transit system. We can't do it without operators and people behind the wheel and mechanics.

We can't be world-class in delivering service if we're not world class at really filling those jobs and having that staffing.

So significant, significant challenge. It's not really a -- you know, it's not really a financial challenge, but it's really how you put things together and making change of how we've done business in one way for a very long time.

Now we have to change how we do it.

MS. PENNANT: And -- thank you. Are bus operators the only vacancies that --

MR. GARLING: No. And we also have mechanics. There are about 25 mechanics. We have about 20 vacancies for people to clean the buses, and about 80 of various staff positions. Engineers, planners, project managers, things like that.

So overall, about 248. So there are -- you know, there are -- you know, those are things that we're going to have to really work on. We can -- and, as you'll see as we talk about the budget coming up, we're looking to supplement some of that with consulting work and -- until we can kind of get

42

our workforce back together.

So we'll do whatever we have to do to get moving forward, but of all things that we have, right, these are the biggest challenges, right?

You know, I think coming out of the pandemic there's sort of this unintended consequences, this great resignation, and how we fill jobs, and what the future looks like.

And, you know, all we can really try to do is understand everything we can understand and then address it, right? Just like any other problem, just try to be as innovative and cutting edge as we can.

And then, if that doesn't work, do something else, right? We just have to try to be as flexible as we can.

But all that said, there are a number -- we know, right, there's a number of neighborhoods who have high levels of unemployment.

So putting those two things together, right, where -- where we have needs for employees and then we have areas with high unemployment, how do we marry those two things together and, you know, try to make something good for everyone.

MS. PENNANT: Awesome. I love your optimism -- optimism.

MR. GARLING: Thank you.

– **Broward County Transit - PREMO Presentation**

MR. GARLING: Okay. So, now let's talk for a little bit about PREMO.

So we're going to come up -- we're -- we're going to have the experts

come up and talk to you about it in just one second.

I just do want to mention a couple of things, that this PREMO plan, this is really the result -- it's really a brand that we've had for the systemwide study that was funded by the surtax.

And if you're familiar with Miami-Dade, they have something called a Smart Plan. This is our Smart Plan, right? Our PREMO plan is really that plan to go forward.

The focus of this plan is on high-capacity corridors, premium services.

So it's not everything in the system. So we know we've got all kinds of different transportation products, but the backbone, where the real money, moving the most people, where we're going to put rail and bus rapid transit systems. This is going to define what that network is.

And with that network defined, then we can look at what our remaining services are to feed into that, how we would interact maybe with future commuter rail, all of those kind of things.

So this is what makes us -- this backbone is what makes us a world-class transit system.

So I can't really think of anything more important that we're working on than to kind of get this right and to get this planned.

So with that, I'm going to introduce our experts to come up. I'm going to introduce Barney McCoy. He's our Assistant General Manager of Services Strategic Planning. And he's going to --

MR. SMITH: Will --

MR. GARLING: -- take us from here.

MR. SMITH: -- will you stay for questions until after they're done? I had one more question for --

MR. GARLING: Oh, yeah.

MR. SMITH: -- Mr. Garling.

MR. GARLING: And if -- if you want to do the questions now or after?

MR. SMITH: Or after. Whatever -- whatever --

MR. HOOPER: Go ahead. Ask the question.

MR. SMITH: -- is the flow.

So I was -- yeah. This can be quick. Just in terms of getting back to where we were pre-pandemic, right, which is a good goal, and it makes sense, my question would be where were we then in terms of utilization of, like, say the bus system?

Because my -- growing up here, my impression has always been that we're underutilized, right? But I don't have the experience in the business. I'm not indexing that to anything. I just see a lot of empty buses.

And I think from a surtax perspective, if we can get -- well, maybe it ties into PREMO, too, because we want to kind of --

MR. HOOPER: It does.

MR. SMITH: -- rebrand, you know, what is this thing that we have here. We need to get more people onto the buses and we need to get more

people onto these transit systems.

So I just wanted to get your commentary on that.

Like when we get back to 2019 levels, what does that mean? Our bus is half full on average? Or where are we at in terms of our capacity versus the ridership? That kind of thing.

MR. GARLING: And so pre-pandemic, we were somewhere in the neighborhood of about 26,000,000 riders, you know, per year. We were at about maybe 1.5 million service hours.

So with -- like I said, we're -- we dropped way down below that. Now we're probably around, you know, 20,000,000 riders or so as we've come back to that 80 percent.

And the way -- the way I would characterize our system and the -- the trick of public transit is that in -- in my long career in -- I've worked in a lot of great transit systems. New York City Transit, TriMet in Portland, Oregon, some of the best in the -- in the country.

One thing that we found every place I've been is people will use public transit that serves them, right? That it is -- it is a product that people are rational about. There's no way you can convince people to ride it if it doesn't serve them.

One of the issues and one of the values of the surtax, one of the reasons we wanted the surtax, was that we, I think, traditionally underprovided for the size of our area. We have, you know, 2,000,000

people in the County, give or take. And, you know, we only have about 400 buses, right? Other places might have twice as many.

So the idea of getting people to ride, it's got to be convenient, it's got to be frequent, it's got to get people where they go.

The issue of travel time is important. The premium services will speed it along, but also frequency. Right? When you have shorter trips, you just can't wait a half hour or 45 minutes or an hour between buses, because if you miss that bus, then it's just like you're dead, right? Those buses have to be coming every 15 minutes or so.

So really looking to the future, and that's why we had the surtax, we have to add service. So this is kind of the trap, right?

So first we've got to get back to where we were, and then we've got to start adding it.

And then we've got to add a variety of services.

So it's not just a 40-foot bus and a fixed route program. We have to think of the needs of the people who ride public transit as diverse, right? So there'll be people that need those fast trips that these gentlemen will talk about with the PREMO service. There needs to be those frequent local trips that go all throughout the day.

There might be demand responsive trips, late night service, you know, we -- we'll talk about later.

We have to match our services to the demands that are out there. So

that means that we have to start focusing more on providing mobility than just a bus system, right? We've got to think about managing the movement of people.

So to get there, to get the buses full -- this is the paradox a little bit -- the normal business model is you have a business, the business is successful, and then you add to it.

So, the paradox for us is in order to get more riders, you have to provide more service, right?

MR. HOOPER: Uh-huh.

MR. GARLING: You -- you just can't get them to come when it doesn't serve them. So that's the paradox. So that's where trying to do it in a smart way, having good information, making a good plan, rolling it out in a reasonable way that you can be as cost effective as possible in getting people back to the system, and it can work.

And just a quick story about Portland, Oregon, where I used to work. Portland, Oregon, when I was there, about 80 percent of the riders had automobiles, right? Their service was so expansive and frequent, they had light rail, they had express buses and whatever, you made a -- you made a conscious choice. It was better for you to take the bus, because it was cheaper, you got downtown faster.

You made a conscious choice. And that's the place we have to try to get to, because our system is the inverse of that, right?



Our system is if I don't have a car, I have to take the bus, and there really aren't the best opportunities.

That's where premium -- we're going to talk about it right now. That's where the premium services come in that really start to create this world-class future. So it's a climb. To get to where we are, the -- you know, the surtax is just critical. You know, that -- that's the thing that allows this vision to all happen, so.

MR. HOOPER: It's true.

MR. GARLING: Okay. So with that, we will move forward with our Premium Mobility Plan, and, once again, introduce Barney McCoy. He's our Assistant General Manager of Service and Strategic Planning.

Mr. McCoy.

MR. MCCOY: Good morning, good morning. My name's Barney McCoy.

MS. CASSINI: You're going to have to turn your mic on.

MR. MCCOY: Oh.

MS. CASSINI: It's the little face. Looks like --

MR. MCCOY: Good morning. My name's Barney McCoy. I'm the Assistant General Manager for Service and Strategic Planning for Broward County Transit.

We're here this morning to provide an update on a project that's very important to us, something we're very excited about and very excited to

share with you.

You ask, what is PREMO? PREMO, as Tim mentioned, essentially our version of Miami-Dade's Smart Plan.

And what it's going to do for us is define a vision for transit in Broward County by identifying a network of premium and high-capacity corridors focusing on north/south and east/west connectivity.

Where we currently are in this planning -- in this process with specific to the planning process. And what our planning process is going to do, we're going to initially look at every corridor in the County and develop a list of corridors.

On that initial list of corridors, we'll make a recommendation of corridors that will be shortlisted. We'll make -- further refine the list from the shortlisted corridors to a set of corridors that will be recommended for further or advanced study.

From that point, we'll make a transit-specific -- transit-specific recommendation as to what the mode would be, whether that be light rail, bus rapid transit.

From that point, we'll move into the implementation phase.

Early on in the process, though, and this goes back to when we actually scoped the project, we acknowledge and recognize that in order to be successful, we would need to have meaningful, significant, and robust public involvement.

This was critical for the success of the plan. It's critical for us to get public and support.

And in addition, it's also a requirement of the FTA once we're talking about the NEPA process and in terms of leveraging federal dollars.

To guide us through this effort, though, we hired a national transit firm, WSP. They're a firm that has extensive experience with these types of projects and efforts.

And we have Mr. Scott Pringle here, who is the Director for the Florida Rail and Transit. He's our project manager for this, and he brings to the table more than 20 years of experience for this -- these type of project and efforts.

At this point, I'd like to turn the presentation over to Mr. Pringle.

MR. PRINGLE: Good morning, everybody. Thank you, Barney, for the introduction.

So first, thank you for having us this morning, Mr. Chair, members, to give you an update on what we're calling the Premium Mobility Plan, or PREMO.

Just as Barney and Mr. Garling introduced, really what the Premium Mobility Plan is doing is first establishing what is that vision 30 years out for premium transit within the County.

Again, premium transit service, just like Mr. Garling introduced, is those high capacity, modern, convenient, attractive, and reliable services that creates that backbone.

That can be bus rapid transit, light rail, or other technologies.

So outside of creating that 30-year vision, we're always going to be very mindful of meeting the goals of MAP Broward, looking at, you know, providing that additional mobility through transit, multi-modalism. Economic development is a big part of what PREMO can bring to the table.

Beyond just establishing that 30-year vision for premium transit, it's important to recognize that a big part of this process is creating that pipeline for investment in that vision.

In developing that pipeline, we're going to work very closely with the County, Public Works, as well as FDOT.

Obviously, we kind of alluded to that. We're focusing on those east/west, north/south corridors, those big arterials. Obviously, FDOT is going to be an important partner in getting those projects built.

We're also very cognizant and working very closely with all the municipal partners across the County itself.

And I do want to just call your attention to what Barney mentioned. This County is in an amazing position, having those local dollars available for transit.

So an important part of the PREMO plan is making sure that we have and can compete for those federal transit grant dollars, as well as state grant dollars, to just leverage what you already have here locally and get even that much more investment into that pipeline moving forward.

So we have a number of goals and objectives up here on the screen that are guiding the development of the PREMO plan.

Obviously looking at improving mobility for all but doing that in a way where we're looking at implementing equitable transit solutions.

And that means serving all the variety of communities within the County, but then also looking at geographic equity as well, making sure we connect to all parts of the County.

Another big part of premium transit, and really sort of an advantage of investing in premium transit, we've seen this in Florida, we've seen this all across the country, is its number one ability to integrate and serve both communities that are out there today but the opportunity for economic growth in the future.

Premium transit's been proven to really help create those livable places where everybody can live, work, and play.

We're always going to do that and look at recommendations. They're going to be safe, secure, and, of course, we're going to be good stewards of the environment.

So the planning process itself, PREMO's going to first start off with focusing on those north/south, east/west arterials.

And in a lot of ways, what we're really focused on is that backbone, that middle piece in the transit system for the County where we're able to connect to the local transit services that are already out there today and

serve those regional assets that are crossing county lines.

So, again, it's focusing on that middle and creating that backbone for the County.

Now, the way we're going to go about doing that is based on national best practices and over a couple of decades of my own experience and in doing programs just like this.

We're going to move forward by identifying and answering a few key questions. We're going to answer those questions by looking at the data. We're also going to help answer those questions by working with our stakeholders and listening to the public.

And you can see those questions here as we go through the PREMO development process.

So one of the first questions we're going to ask and try to answer is how well is one of these corridors, potential corridors connecting to and providing opportunities for that economic growth into the future.

Once we have a good understanding of that, the next question we're going to ask and try to answer is how well do the -- these corridors provide mobility or equity for the County as a whole.

The third question is once we understand what those benefits of some of those corridors are, what kind of ridership does it attract and how much more ridership can this corridor serve and, again, creating those opportunities for mobility into the future.

Now, you'll notice I used the word corridor for all three of those steps, because the reality of it is what we're trying to answer in the big picture is where. Where are the best performing corridors that really give us an understanding of how to move that vision forward.

So, of course, once you understand the where, which is going to be Steps A through C, the next question is what.

So then we get into the process of identifying what is the right transit technology for that corridor in question making sure we serve those riders, making sure we serve that market, just as Barney introduced up front.

So once we understand the where and the what, then obviously the next question is how, and that's when we start looking at building that program of projects, what are the funding strategies needed to implement and move a project forward, and what are the partnerships needed to move that particular project forward.

So on the technical side, it is a -- an open and transparent iterative screening process, working our way through those questions starting off with a wide list of corridors that we know have -- you know, the County has needs all over the place. So it's a -- it's a broad list of corridors we start off with, and start identifying, first, that vision, but, again, what's that first slug of projects that are, you know, either low hanging fruit or really performing well from the data perspective that we can get into the program.

Because at the end of the day, the ultimate goal is move towards

implementation, get service on the ground.

And then to that end, as we go through the PREMO process, we are looking for and identifying some low hanging fruit.

You know, I've seen it all across the State of Florida. We all have the corridors that we've been talking about for decades. And for one reason or another, whether it was a lack of funding or just for -- you know, the project ended up getting shelved -- you know, there's a lot of projects out there that have a great maturity behind them. There's been a lot of public conversation on a -- on a corridor, there's been some design concepts, maybe even an action from a governing board.

So we're going to keep our eye on those opportunities to accelerate those low hanging fruit through the PREMO process and getting them ready for that next step after PREMO, which is moving it into design, chasing those federal dollars so we can get that project implemented.

The way we're going about the coordination for the development of the PREMO plan, one of our key stakeholder groups is what we call the Project Advisory Group. You can see some of their roles and responsibilities here.

That group is really made up of countywide agencies. For example, we have members from the MPO, FDOT, Gretchen sits on our Project Advisory Committee, the League of Cities, the Planning Council, Agency on the Aging, Career Source, Urban League, Broward College, the Visitors



Bureau. So it's a -- it's a really diverse group, and it's been really fruitful in hearing the conversation and getting great direction in terms of what we need to be mindful of and how do we move some of these projects forward.

So, we identified PREMO, so, simply put, this is the brand and the logo. It stands for Premium Mobility Plan for all. We just kind of shrunk it up to make it easy for folks to remember. So it's PREMO.

In terms of outreach, we're really just getting started, but both Mr. Garling and Barney identified the importance of public outreach.

And we're going to continue a very intense outreach strategy throughout the entire development of the PREMO plan.

To date, we have conducted a number of municipal briefings where we go and have one-on-one meetings with city staff.

We've had over 23 municipal briefings to date.

We're also having a number of agency briefings. We just briefed both the MPO board and committees on the PREMO plan a couple of weeks ago.

We do have a project website. On that website, we have an interactive project map. It's kind of like an open-source crowd source map where people can go into the tool, tell us what they like or don't like about a particular corridor, and then other folks in the community can then react to those comments that are being put online.

The nice thing about that tool, it's open 24 hours a day, seven days a week, so there's always an opportunity for someone to get involved in the

PREMO plan.

We're kicking off a social media campaign. You're going to start to see more and more social media posts about PREMO coming up in the next couple of weeks, really relying on some of those municipal partners. A lot of them have been very open and interested in helping us push the word out about PREMO.

We have a couple of videos upcoming.

And we've already been out in the community doing a number of public preference surveys. The way we go about collecting those surveys is what we call community drop-ins. So we have teams of public outreach specialists that are going out into the community, where people are gathering, on the weekends, boots on the ground. And that's really been very, very fruitful.

To date, we've done almost 40, about 39 community drop-ins already. And as a result, we have almost 2,000 surveys from the public preference survey already.

And, really, the truth is we're just getting started. We're really talking about, you know, what PREMO is and what we want to do, and really hearing back from the public.

And we've actually gotten 230 comments online through that project website as well.

One of the things you are going to see is expanding that outreach,

those community drop-ins, and start targeting some of the hoteliers, working with the employees, and focusing on the tourism industry as well. Making sure we get that input as -- into the PREMO plan as well.

So when we complete the PREMO plan, we're going to take the recommendations from PREMO to the County Board for adoption.

We're roughly targeting winter of this year. Ideally, what we'd like to do is get those recommendations in front of the Board, get their approval, because then the next thing we'd like to do is take those same recommendations and bring them to the MPO for potential inclusion in their long-range transportation update.

And the timing works perfectly. If we're bringing our recommendations here winter of '23, that's about the time where the MPO's going to be looking for their call for projects for inclusion in their LRTP.

What's most important is the next step. So once we identify what that vision is and what that initial pipeline of projects can be, then we move towards the -- the fun stuff, where we start getting into some design, we look at the environmental considerations from each one of these projects, and we really start to work with the federal government and identify opportunities for those grant dollars, for those federal transit grant dollars or state grant dollars.

And with that, that kind of concludes my portion. I'm going to hand it back over to Barney to wrap up, and then we'll take any questions.

MR. MCCOY: Okay. To finish this up, Tim had mentioned earlier about how the PREMO network will serve as the backbone or spine for service in Broward County.

We just have to make sure that the local service does not -- our local services do get -- not -- do not get lost in that effort.

The items here that I'll talk through are things that we plan on doing in the near future, though, that help us actually attempt to regain some of the ridership that we were discussing earlier we lost, and also position us for the point that the net -- the premium network comes into reality.

The comprehensive operational analysis, it's a industry best practice. What it does, you hire a consultant. What they do is come in, take a fresh look at your system. And they're looking for opportunities to streamline, they're looking for efficiencies, and they're looking for optimization.

This is even more so critical for transit operators now in light of what's happening with the post-COVID environment. We're well aware that travel patterns have changed. We're well aware that the commuting patterns have changed. We're well aware that work schedules have changed.

But what we plan to accomplish with this comprehensive operational analysis, have someone come in, look at the system, and make recommendations.

It may be, you know, significant, it may be structural. It may be just based on solely to rider lines.

But what they're going to do is come in and make a host of recommendations that we'll look to implement at some point in time and then hope that they -- or look to tie them into the PREMO network as it develops.

Our Transit Development Plan is a statutorily required document. It's required by the State of Florida that we do a major update every five years, and an annual update for this as well.

We're due for a major update next year.

What this plan will essentially become is we're -- it'll be our business plan, our strategic business plan for the next ten years.

There'll be some synergies, though, between the comprehensive operational analysis and the TDP as it relates to service and as it relates to capital in terms of infrastructure.

The mobility pilot programs that we're looking to implement, this is us acknowledging that the transit environment has changed. You know, traditional transit operates on a premise of having the customer go to transit.

The mobility pilot programs for us operate on a demand response type nature in that what we'll be doing in those scenarios is bringing the transit to the customer.

We have a late shift connect project that we actually anticipate starting in this month that's aimed at the later workers, the hotel/hospitality industry, the workers along the beach, the warehouse distribution security type jobs.

But this service is being implemented to operate during times when

BCT has very little to no service on the street.

The micro-transit project, again, it's another on demand type of project, but it's also being billed as a supplement to the community shuttle program.

There are cities who would look -- who would like to join the community shuttle program that, just based on transit-supportive -- transit-supportive densities or even infrastructure planning within the cities, they do not have a set up or operating structure where the traditional transit would be successful in those areas.

By introducing micro-transit at those type of locations, those type of cities, we're going to afford them the opportunity to succeed in identifying transit services that we feel are essential that may not meet the traditional or concurrent -- I'm sorry, the traditional footprint of transit.

The micro-transit project, though, we're actually looking to implement in -- around this time next year.

And then finishing up with community shuttle services, we do have a robust community shuttle service, and we're going to continue to work with the cities to expand their existing service or either work with new cities to implement services.

But, again, as Tim mentioned earlier, this is the -- you know, these services will feed into the network, and then the network will feed into these systems as well.

Because, again, we're not just looking in terms of a network for transit. We're looking at trying to design a transportation system that meets one of the early goals we stated, in that you've got mobility for all.

I think that's the last slide.

MR. HOOPER: Mr. Coolman --

MR. MCCOY: Okay.

MR. HOOPER: -- did you have a question?

MR. MCCOY: Thank you.

MR. COOLMAN: Question or a statement. As a land planner, this is probably one of the best, most exciting things that I think our surtax dollars can do.

This is what's been missing.

They touched on ridership. And when the Deputy Director told us we need to have a system that works that makes you leave your car at home, we don't have that.

But I think with this, we have a shot at it. This is -- this is unbelievable. Now we really have --

MR. MCCOY: Thank you.

MR. COOLMAN: -- a good direction for that aspect of our mass transit that I don't think we had before, and I'm really excited about it.

And I don't know who came up with it or how it started, but it's really going to benefit all of us.

Thank you.

MR. HOOPER: Ms. Pennant.

MS. PENNANT: Thank you, Mr. Chair.

MR. MCCOY: Thank you.

MS. PENNANT: Awesome, awesome presentation. Very exciting.

I was curious about one thing, though, how we cultivate the next generation of riders. I was happy to hear that Broward College is at the -- on that, because I think it's important to engage universities and their students and just really start changing mindsets, you know.

Because I think, you know, you look at cities like New York and places where they have -- you know, public transportation is the norm. Here in south Florida, you know, my generation just the idea of being on a bus is like, oh, my God, I don't want to do that.

But, you know, I think younger folks are so much more attuned to the environment and saving, you know, the environment. And so I think that, you know, they can be a great ally for the future.

MR. MCCOY: Uh-huh.

MR. PRINGLE: I would agree. And we're specifically looking to get those community drop-ins, those public outreach teams at the colleges and make sure that they are involved, they're part of the Project Advisory Group.

You're -- I mean, I would echo your words exactly. It's very important that we understand the needs of that demographic and make sure that we're



...serving that, because the truth is by the time you have this mature system, this world-class transit system in place, it is they who will be using this.

MS. PENNANT: Exactly and I think one of the unintended benefits long-term is some of the changes that were made on the buses before, because of COVID.

Because one of my concerns in the past is, I'm not going on public transportation because I don't want to be exposed.

And so the fact that you've had some dealings with making sure that, you know, the buses maintain cleanliness and -- and safeguard people from vulnerable diseases or whatever, I think it helps to build confidence in the transit system that you can feel secure on.

MR. HOOPER: I agree with what both Ms. Pennant and Mr. Coolman said. It's a huge improvement -- it'll be a huge improvement to our city.

You know, when I think of -- if somebody says PREMO, I just want to kind of jump on your bandwagon but actually even give you a little -- a little extra to say next time someone says what is PREMO, it's not -- it's -- it's like Miami, but it's better than Miami, right?

MR. MCCOY: Got you.

MR. HOOPER: Because that's what -- PREMO is a -- that's a great brand, by the way. It's better than Smart Plan. PREMO's like VIP, right?

MR. MCCOY: Yeah.

MR. HOOPER: So I think it's great, the branding.

So, you know, we can all, right off the top of our heads, 441, University Drive, Broward Boulevard, maybe Atlantic or who knows, you know, whatever goes into the Hollywood downtown. I don't know what street that is. Stirling or -- but, anyway, it -- and Hallandale. So you can think of the corridors.

But -- and then I think of is housing, you know, the land use part of it, and getting people that need more affordable housing that are going to use a corridor to go into work, along with that micro night shift transit, too --

MR. MCCOY: Micro transit, yes.

MR. HOOPER: -- it -- they would -- maybe going into the beach or something like that and working in hotels. Hollywood Beach, too.

So all these things, the connection and then the connection to the local services, it just makes perfect sense. And that's what we've all been sitting on this board in hopes for.

How long do you think it's going to take to at least get a -- some of those major corridors installed? How long do you think it's going to take?

MR. GARLING: We'll actually go over that in more detail on Friday when we look at the --

MR. HOOPER: Oh, good.

MR. GARLING: -- at the five-year plan. But, you know, first things first. You know, once we get this PREMO study done, then we -- now we're in business, right?

MR. HOOPER: Right.

MR. GARLING: Now we start doing our project development, now we start doing design.

And with that, you know, we're hoping to actually be in construction by the end of this five year period on a bus rapid transit and a light rail, you know, kind of one project --

MR. HOOPER: Great.

MR. GARLING: -- of each within the next five years.

We have more specific schedules and just speaking ahead, even though we don't know the corridors yet, we sort of know the timing, and we can set aside the money.

So we thought it was important that we start to lay this out, start to put money in place, and then kind of fill in the detail --

MR. HOOPER: Right.

MR. GARLING: -- right? Then we fill in the where and whatever. But --

MR. HOOPER: Right.

MR. GARLING: -- we start to set everything aside. We may have to have some refinements to it, but, you know, when you make it and you put it in the budget, it's real, something we can --

MR. HOOPER: Right.

MR. GARLING: -- point to.

And then once it gets rolling, project development, design,

construction, now you're in business. Now you've got that.

And in each case, we have multiple light rail projects that would be planned for the future, multiple BRTs, and back to what I was saying about our shelters, right? Places I've been, you get this synergy, right? Once you start -- once you start doing them, you get better at it. You get faster. You get smarter.

MR. HOOPER: Right.

MR. GARLING: So the -- you know, the hard ones are the first ones, right? That's the tough one to get going, but once we get going, it starts to roll.

And -- and I -- I want to say about land use, you know, I think one of the -- one of the issues, and maybe one of the things that -- that are hard for people to try to get their -- their head around, it -- it's not really transportation. It's land use, right?

MR. HOOPER: Right.

MR. GARLING: Premium services, they don't work without supportive mixed land uses.

MR. HOOPER: Right.

MR. GARLING: And so the places I've been, we start building those systems, and I would be on the ground, we'd be doing it, the private sector would be building faster than we were, right? And so we would have pent-up demand ready when those systems opened up.

The opportunity for affordable housing along these corridors, you know, all those things that connection of housing to transit. We know that transit costs, by our current estimation, something around -- I'm sorry, not transit. An automobile costs about \$10,000 a year by the time you look at your car payment, your insurance, your fuel, maintenance. That's a pretty big tax.

And if a family has to have two cars, that's 20 grand. If you could --

MR. HOOPER: Right.

MR. GARLING: -- make it that a family needed one car --

MR. HOOPER: Yeah.

MR. GARLING: -- that's a tax break of \$10,000 you can put --

MR. HOOPER: Exactly.

MR. GARLING: -- back into people.

So you've got to connect where you live to where those transit services are so people don't have to have that extra car that -- or maybe live without a car like we do in other cities.

So it's a climb. We didn't get to where we are overnight, we won't get out of it overnight.

But this is the path, and this is an exciting time right now, because we're really starting to chart that course where all these things to make our community better -- not just transit, but it makes our community better, a better, more livable place, all kind of is within our grasp for people to start to

work on.

And I think others, particularly like on issues like housing, will draft right along with us and start to really address some of the key issues of our community.

MR. HOOPER: And, you know, when you bring up mixed use, you know, I -- I -- Shea, you -- you said you didn't have a lot of experience with it, but when I went to Nova in high school, I ran track, and I used to take the bus every day after track.

And the one thing you realize, especially when you're going from Davie all the way to north Fort Lauderdale, is that there are peaks and valleys of when ridership is -- goes up and goes down.

So you may see a bus going down US-1 in one area where it's a little bit empty, but then it picks up a bunch of people maybe near the Pompano mall or something, and then it drops some more people off.

So it does go through peaks and valleys along the -- the -- and if you can add land use that's got retail, it starts to level off a little with more housing in some of the corridors.

And so that's why I -- I'm -- I'm so appreciative of the approach of including land use to transit planning and how important that is.

But at the end of the day, you're still going to have those peaks and valleys.

And, you know, I sit on the Downtown Development Authority, and

sometimes some of the -- my board members are like, nobody rides buses anyway. Well, maybe you don't, okay?

(Laughter.)

MR. HOOPER: But people do, and they need it.

And with gasoline prices going where they are -- hopefully they'll go down, but, still, there's things that happen that create the need to ride transportation.

And hopefully it'll become a choice, like you said. And you may still keep a car, but you choose to use that when you're going out of town, or going to the west coast, or down to Miami or whatever it is.

But I -- I -- there's -- there's -- it's -- it's a very -- it's a scientific thing that you guys do, and I appreciate it. And I -- and I know it's going to take time, but this is what we've been waiting for, really.

So thank you for your effort.

MR. GARLING: Yeah.

MS. CASSINI: Mr. Chair --

MR. HOOPER: Yes.

MS. CASSINI: -- we do have -- Mr. Allen has raised his hand --

MR. HOOPER: Oh, sure. Sure.

MS. CASSINI: -- and he would like to speak.

MR. HOOPER: Go ahead, Phil.

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

First of all, I apologize for me doing this with video, but I didn't want to face the transportation problems of getting downtown today.

The question that I have goes back to -- well, I have two questions.

The issue of PREMO and branding of PREMO, you know, many, many years ago, as we looked to alleviate traffic on the interstate highway, we started to develop things such as the express lanes. And there was some criticism continuing that you're spending these dollars on these premium services such as express lanes, people can't -- that may not be able -- affordable by all segments of the community, that you're spending these funds to provide services to an elite, if you will, population.

And how do you deal with that potential criticism under PREMO?

MR. GARLING: Okay. Well, no, I appreciate the question, but, you know, to me, what we're building is a premium service, not necessarily something at a premium cost, and that where the ridership is, sort of -- I guess sort of systematically is where we have people with transportation needs. That's the first place of demand.

And then from there, we want to grow people who have choices. People who have cars.

So fundamentally, you know, it's going to lead us to those places and to those neighborhoods where we can get the most people on the vehicles.

So I don't view this at all as, you know, what was the term, Lexus Lane or something like that that they had for the express services, that only the



people that were well-to-do to use it.

I think if you look at public transit anywhere in the country -- I used to live in New York. You would be on a subway car with a millionaire and you'd also be on the subway car --

MR. HOOPER: Right.

MR. GARLING: -- with a transit manager.

MR. HOOPER: That's right.

MR. GARLING: You know, it -- so, you know, somebody else, right? So, you know, it was -- it was very -- you know, very, you know, inclusive. And I think that that's really the kind of -- and that gets back to mixed use and everything, right? That you have various types of housing products, various types of people, a way for a community actually to come together.

So I actually think, as opposed to sort of making the community exclusive, it starts to make the community kind of work together and become more livable. And -- and --

MR. HOOPER: Right.

MR. GARLING: -- and that's how, if we do it right and we address land use, and we make sure that it's affordable for everybody, that's where it's going to be this net positive.

MR. HOOPER: Sure.

MR. ALLEN: Well, I -- as you add these express services, are -- are we talking about the potential that you're going to have a differentiation of

rates between the premium service versus the not premium service?

MR. GARLING: You know, it -- that's another good question. We haven't really decided yet. You know, we haven't gotten to sort of the finance of -- of how we want to do it.

But I will say that as you kind of look at the evolution of public transit nationally, there is a lot of debate right now about the cost of transit, should you even have fares, those types of things.

So I think that is a -- an important discussion to have.

From where I sit as a transit manager, we want to get the most people on the vehicle as we can, because I believe transit is a social good, and I think it's sort of undersupplied and underused as a social good.

And we have to think about ways to do that, so -- and we have to do that together. We have to put our financial plans together.

But I think it's an excellent point, because if we're going to go to all this expense of building these really fine systems to move people around, we want to do everything we can think of to get people on them.

And one way that I always know is people will come to great service. We have to design it so it's useful, but pricing, in the long run, you know, maybe has an issue to it.

So I guess more to come on that, but I accept the point, and something for us to give really careful consideration to.

MR. PRINGLE: If I might just add --

MR. ALLEN: The second --

MR. PRINGLE: Oh, sorry.

MR. ALLEN: -- second question --

MR. HOOPER: Let him finish. It's hard to get him.

MR. ALLEN: Can I go ahead?

MR. HOOPER: Yeah, go ahead, Phil.

MR. ALLEN: The -- you -- in your presentation, you talked about I -- you mentioned existing corridor or opportunity to study corridors that already have had a history of development, such as the airport/seaport connector.

Is that one of the categories here that we may be looking at in -- as trying to, you know, advance projects that may have been put on the shelf because of either funding or environmental reviews?

Now, the airport/seaport, you know, had an environmental study at one point in time, but didn't have funding available to -- to move forward on that project.

Is that something that is encompassed in your efforts here on the PREMO service?

MR. GARLING: Yes, I'm going to have Mr. Pringle comment on this.

MR. PRINGLE: Just quickly, your comment about the branding is certainly not lost on us. We want to make sure that we don't appear exclusionary.

So one of the things we want to start using is the tagline premium

mobility for all. Kind of simple, but we --

MR. ALLEN: Okay.

MR. PRINGLE: -- want to make sure that we're addressing -- it is a -- it is a legitimate concern.

In terms of coordinating with other efforts, you know, the truth is there's a lot of transit activity and conversation occurring within the County right now. The airport/seaport connector is one of those.

There's conversations about Broward Boulevard, Broward commuter rail, the Coastal Link, right?

There's a lot of activity already occurring, and in some cases, those projects are actually ahead of the PREMO plan, but we want to make sure we're conscientious, we're connecting to that, we're acknowledging that effort as part of the PREMO plan.

And then what PREMO can do is then bring even more opportunities to the table to get that service on the ground.

MR. ALLEN: But the study here that's being talked about, does that incorporate, you know, that discussion relative to that particular corridor?

MR. GARLING: So, I guess the short answer to that is yes.

MR. ALLEN: I just wondered who was moving forward on that -- on this project, whether it was airport/seaport personnel or whether that was the County Transportation Department.

MR. GARLING: It -- I think the -- the point of that is -- is sort of both,

right? And what we intend to do is use any bit of work that somebody else has done on something to leverage that to help us move forward as we make decisions on what to do.

And I'm a big believer in we've got to start getting stuff done. So we've got to pick corridors and projects that we can get in the ground and we can -- and get moving. That's going to be part of our assessment, right? You know, like what do we do first.

We've got to be thinking in terms of early success and for all the things that gives you, right? All that synergy of the future and whatever.

So, you know, I think that the project you're mentioning, very interesting to us. I think certainly part of it, and, you know, will -- will be a big part of the discussion, at least early on in the programs.

MR. ALLEN: After too many years in the government sector, it's been one of my major criticisms that we study things to death. We never get anything --

MR. GARLING: And now we -- and now we have surtax funding to get something accomplished.

MR. HOOPER: You have a question?

MS. MADDEN: Yeah, I just had a quick question. What's being done on the user side to help people plan a trip?

MR. GARLING: So we actually have -- you know, on our website we have trip planning. You can go on to the -- the BCT website.

But we also have something called My Ride. We have an app that you can put in and it will -- it will give you not only what -- what trip you can take, but also real live -- live bus arrival information, how long that trip will take you. It will show you the next three buses coming. And --

MR. HOOPER: That's pretty good.

MR. GARLING: -- you can actually see a map of where that next bus is.

So as -- as people have the system to use and come to the system, we've actually got some pretty good technology to help them see.

And that's not insignificant. For years and years, you had to schedule, you had to sit on the side of the road, and you had to --

MR. HOOPER: Yeah, right.

MR. GARLING: -- look down --

MR. HOOPER: You didn't even know.

MR. GARLING: -- down and wonder when the bus was coming.

Now you can see it. And if the bus is 15 minutes away, you can stay inside until it's time to come out to --

MR. HOOPER: Right.

MR. GARLING: -- to see it, because you've got that technology available right on your own device.

Which, to me, is even better than -- you know, there'll be places we'll put up, you know, message boards and things like that, but when you've got

4500 stops, you know, getting something right into people's hands, that's the way to -- to make it work and useful for people.

MR. HOOPER: That's fantastic.

MS. PENNANT: That is awesome.

MR. HOOPER: Yeah.

Any other questions?

Well, hey, thanks for bringing the most exciting part of the program to the table today.

MR. GARLING: Okay.

MR. HOOPER: Really appreciate it.

MR. GARLING: Thank you.

MR. HOOPER: Thank you.

(Applause.)

MR. GARLING: Oh, thank you.

### **MAP Administration**

#### **- Office of Economic and Small Business Development**

MR. HOOPER: And let me see where we are here. I --

MR. COOLMAN: Right here.

MR. HOOPER: -- huh?

MR. COOLMAN: Sandy-Michael McDonald.

MR. HOOPER: Oh, yes. Okay. Sandy.

MS. PENNANT: Okay.

MR. HOOPER: Which is another important part of our program.

We've got Mr. McDonald. He's going to report to us. So the floor's yours.

MR. MCDONALD: Good morning. See, now it's going to be hard following the big three, see? That's what you just did. You set me up, Chair.

MR. HOOPER: But you're already one of the --

MR. MCDONALD: You set me up --

MR. HOOPER: -- favorites.

MR. MCDONALD: -- Chair. You set me up.

MR. HOOPER: Hey, man, you're already one of our -- our favorites, right?

(Laughter.)

MR. MCDONALD: Did you three hear that?

Hey, gang, good morning. Again, we want to share with you where we are and what we're doing relevant to OESBD, our municipalities, and our County partners with your projects.

Excited -- should I say cautiously excited about the numbers in terms of the reviews.

Getting extremely excited from some more recent meetings where I'm really feeling that more of the projects are going to actually hit the street. I mean, the -- those are good signs.

And at the end, I'll even tell you about a training that we just did



Monday with the cities again, because in more of the reviews, we're getting more of the questions, but we're getting more of the questions because the cities are preparing to roll out more of the activities, and we don't want no confusion.

But to date, the CBE projects -- or the reviewed projects as of July, you'll see for the County, 59 projects. You'll see the total estimate for those projects. You'll see the goal on an average.

And the same with the municipalities.

That number continues to grow. That's why I said I'm getting excited about coming out of this summer when all the Commissioners and everybody's back and they're sitting around their individual City Commission meetings approving projects with the matching funds.

We're really going to be gearing up.

Still excited about that average number being about 33 percent on the projected reviews. But you're going to enjoy hearing from us December -- or by February, when you start talking about reviews as awards and contracts on the street and then those heavy number of actual participation of your CBEs.

And I know that's what you've been waiting on for about two years.

But most recent meetings are showing us that we are actually getting there.

So we're excited about the reviews.

We do have our numbers on the awards that's been made to date, and you'll see those awards relevant to the County and the individual cities.

And you'll see, based on those actual awards, what the average goal is actually hitting.

So though we're setting out to do 30 percent, and we do know, especially like projects 250,000 or less, we set no goals, because we're following my same CBE program, not the SBE. But for all of the projects, attempting for eligible activity to establish goals at at least 30.

For the County, we're hitting 36, and for the cities, we're hitting 34.

So, again, on awards, that's great.

That previous slide with the reviews, if they can come in matching the same, you'll begin to get those numbers of the economic impact.

You'll see exactly from those awards how many employees the small business companies had. Those are the individuals we're talking about that are in your County, paying their rent or their mortgage, going to the grocery store, going to the gas station, doing some leisure. You're turning that dollar back into your community.

So as we close the year and certainly get into the spring of next year, we want to start demonstrating to you those true economic impacts, so you start understanding what the full GDP is.

Excited about small business. Excited about the goals. Excited about the businesses getting the contracts.

But when you really begin to understand how requiring the use of small business certainly impacts the total good of the County, inclusive of all the cities, I think that's the economic side of what you really wanted with surtax. How does it really drive the economy and create opportunities.

A lot of outreach still going on. MAP joined us at our Broward and Beyond conference. Those are the number of attendees, different vendors. MAP was strongly represented in terms of sharing information, doing workshops.

We're continuously still doing our outreach. As you remember, even when we have our conversation about the budget, our original goal was to make sure over the first three years that we did everything we could to expose our city and our community partners to all the opportunities that surtax would offer going forward.

Then we want to make sure we escalate that to make sure we're doing the same throughout south Florida and the State of Florida.

So these outreach, as we go into next year, you will start seeing us in other communities doing the same because we have more small business opportunities.

But by year five, we're doing it because we want to create more workforce development activity.

So a lot of the firms, a lot of the groups that Tim and Highway and others work with that get County contracts that are outside of our state, it's

twofold. You can do a subsidiary and get small business and have activity in Broward, or you can find the need, knowing that there's 27, 25 more years of this occurring, to actually set up shop in Broward and then grow my workforce opportunity.

So then that's where I'm working with more of our Career Source, workforce development partners, my Alliance partner, my Career Source Broward partners, my OICs and others.

And, again, it's all starting from making sure these informational conferences and workshops and summits explain the information and the importance of the utilization of small business.

What I did say, some will be happy with me, some won't be happy with me, but we -- again, we had the training on Monday. And we advertised our training, and we did our direct solicitation or communication to all of our folks for about five weeks. And we had a good number who had actually registered.

But I think it's important -- and it's not calling anyone out, but at the same time, it is calling anyone out. So we started three years ago. We were your frontline staff in advertising, marketing, and promoting the opportunities, because we knew for the first time you have 31 cities, and whoever decides to participate via your ILA was going to be working with small businesses for the first time.

So we really wanted to educate them what the opportunities were, but,

84

more importantly, even Broward County recognized the small businesses come from the city. We are Broward County. But the businesses have business license tax receipts in the cities.

So it was going to be key to make sure that the cities really understood this advantages you by helping us identify more small businesses.

So we did two rounds of going to all the cities, training them on the program, training them on the utilization of small business, and helping them to advertise and promote their projects, you know, once they got ready.

And so we went -- we just did another training on Monday, and I told the group that I had to come here anyway, so, in support of them -- some will like it and some won't -- I wanted to make sure I shared who registered to attend.

So, for example, in my municipalities, I had 23 who registered to attend. I had over 54 people, by bodies, who registered to attend. I ended up with 45 attendees who actually did attend.

And the shoutout, respectfully, or deservedly so, for my cities, I'm going to thank Hollywood, Sunrise, Dania Beach, Deerfield Beach, Tamarac, Lauderhill, Lighthouse Point, Wilton Manors, West Park, Pembroke Pines, Parkland, Weston, Margate, Miramar, Southwest Ranches, Pompano Beach, Hallandale, and Lauderdale Lakes.

I'm thanking you for attending Monday.

For those who didn't attend --

(Laughter.)

MR. MCDONALD: -- I didn't call your name. This is August. I'll see you in November.

But we are excited about this list, because some even had two attendees, and it just means that whether they really knew the program or the process or not, they saw value in us extending the invitation, repeating ourselves.

Some actually wanted us to do this because some of them are cities have actually had staff to change. So it made all the sense in the world.

But, again, we recognize we've got to have the real partnership with the municipalities, because when it's all said and done, they grow what is my Get Certified campaign, because the businesses really are closer to the individual cities than they are to the County.

I mean, I won't say out loud that I still have about a third of all businesses in Broward County who does not have a Broward County business license tax receipt.

And you need to know, if you are a business in Broward County -- and there's over 77,000 businesses in Broward -- you're required to have a Broward business license tax receipt.

But my cities are chiming at about 98 percent.

So, again, as I tell the cities, you really do know the businesses who

are in the County, so you're my best outreach, you're my best target recruiter, you're my best dissemination of information on behalf of this program.

So, again, we really were excited, and we talked about it in the training.

And we used live examples. Angela, I don't know what you would call it. I was doing those old TV commercials. We kept the names out to protect the innocent.

(Laughter.)

MR. MCDONALD: But we did take real live examples of some miscues or some miscommunications or some missteps to make sure that the cities really did understand we're here, not just during the quarterly meetings, not just during your project, but anytime as an office for the small business component, for the economic development component.

We're really here to help you go through the process. We don't want to get to the end and find out something didn't work right.

And a lot of it is communication.

So we used some of those real examples to make sure that they knew that they could reach out.

But, again, your MAP team, including last night -- we -- we celebrated Black Business Month, so we joined the Black Chamber. And we went over to make sure that we once again can expose the opportunities.

My shop went. Your MAP team went. And those are the things we

87

have to do in every pocket.

So for those listening, in case you've missed it the last three years, you can call on our group -- and I'll speak for MAP -- to attend any community group or meeting to be informed, to be educated, or to be excited, and to learn about surtax. You know, to learn about what MAP is in its entire picture. To learn how it can advantage the actual individual residents.

We brought it into our workshop, even for my upcoming entrepreneurship program. We're doing the same thing, as I said, at my Alliance meetings.

Everyone needs to know that for how we see the economic impact in this rolling out with 27 more years. It's major.

But if you have a group, an economic development organization, if one of my Chambers -- I'm actually getting ready to do the presentation coming up with the County of Fort Lauderdale's Chamber next week. So I do their lunches and their breakfast.

But anyone can call on us to bring the information out. And, again, I believe MAP would do the same with us.

So we want to make sure we're still saying that. Anyone can. Because at the end of the day, we need them all. We need to grow our small business participation. We need to grow the number of small businesses.

And as you heard from Tony and the Highway, you heard from Transit, all of that leads to more economic opportunities. And we are truly inclusive of



these opportunities.

So, I was short today, but that's my spiel.

MR. HOOPER: That's great.

(Applause.)

MS. CASSINI: Thank you.

MR. HOOPER: Thank you very much. Thanks for the good work.

MR. MCDONALD: Thank you, guys.

MS. PENNANT: Awesome.

MR. HOOPER: So I'm going to run, so -- okay? I'll be back.

MS. CASSINI: Oh, we have a question --

MS. WILLIAMS-WILSON: From Mr. Frazier.

MS. CASSINI: -- from Mr. Frazier. Come on back.

MR. COOLMAN: Go ahead.

MR. FRAZIER: Mr. Chairman --

MR. COOLMAN: Is that Phil?

MS. CASSINI: No, it's Mr. Frazier.

MR. FRAZIER: -- no, this is Frazier.

MR. COOLMAN: Mr. Frazier.

MR. FRAZIER: I can't -- I can't undo the video here. They're not allowing me here.

I wanted to say congratulations.

MR. HOOPER: Go ahead.

MR. FRAZIER: I wanted to say thanks, Sandy, for a very good presentation.

But my question and concern is this. I noticed that a number of upcoming projects now are of a size and nature that a lot of small architectural and engineering firms can participate in, as well as smaller contractors.

And I wanted to see what they're doing to sort of ensure that there's maximum participation in these particular areas. That's one.

Two, I know that the categories, we're showing the major percentages, and I'd like to know are you also keeping a breakdown of the various categories so if we wanted to find out how many CSB architects were participating in this program, you'll be able to spit out that number, or small contractors, or things of this nature.

Because we're moving away from the highway type construction to building kinds of things -- buildings, more or less, which provides a lot more opportunity.

I noticed that you talked about these small businesses and the employees that they have, so we're assuring that the funds are being spread throughout the community type of situation.

So that's why I'd like to see some names put with some of these -- some names put with some of these CSBs so we can assure that ethnically - - I know you can't report it from a Black standpoint, but that's one of my

90

primary interests is to make sure the Black architects and the engineers and contractors are able to participate in this project and through the different municipalities.

I know that was a long rambling comment/question, but do your best to try to respond to it.

MR. MCDONALD: No, we got you, and I can be brief.

The answer for the latter part is, yes, we can pull it by industry.

And thank you for articulating it the right way towards the end. Yes, I have that information, even through ethnicity and gender. And at any time, one of the board members can ask us for that per projects or across the board, and we'll share as well.

We do actually track that, though Broward is a race and gender neutral program.

I'm not telling all those who listen that I collect that data and use that data to leverage it for anything other than statistically understanding who we're serving in Broward and how we can serve those populations underserved, based on reporting, even in a greater fashion.

So the answer is yes.

And the other part, we are, even with the cities, even as the projects get larger, your buzzword is going to be unbundle. That's why, before your projects hit the street which are County as well as your projects hit the street through the cities, they come to our shop first.

Our staff is designed and working with the cities and the County agencies to take a look at those opportunities, and even for the larger projects, the bigger they get, to make sure we're unbundling where the opportunity presents so the small businesses also have a chance not only for a larger piece of the pie, but, when appropriate, even to be the prime in some of those areas.

So we are unbundling. We will continue to review those projects.

Again, we do recognize there may come a day when some of the larger larger projects will not be primed by a CBE, and that's no fault of the CBE. We recognize by program.

A CBE's average gross can only be 5,000,000 for most industries, 9,000,000 for construction.

So at the end of the day, if that's all they're averaging as a company to be certified in the program, then they'll certainly never be a prime on a 20 or a \$30,000,000 contract.

But with that being said, they certainly can be a prime on just as many five, eight, and \$10,000,000 projects and not just a 30 percent or a ten percent of someone's five or \$10,000,000 projects.

So we're careful about that.

And, again, I will say we're careful about it not because surtax is new to us as a program. We're careful about it because I do it every single day in terms of the small business program with the County.

And with all of our larger programs, when it comes to the design and when it comes to unbundling, we start with the user agency pulling it out.

And even when we identify different funding sources, which also will be a challenge and an opportunity down the road, we can also do the same based on the different funding sources.

So, yes, I can definitely give you by industry, who you who the firms are who are winning.

And what I even like more than those who are winning, I like to see those who are engaging the process. It's important to be in the process. That old lottery adage, you know, you can't win if you're not playing. You've got to get in the game.

So we enjoy making sure there's enough of them at least in the game to have the opportunity to win.

But certainly, without question, we work with the agencies and the cities to unbundle -- that is your key word -- to make sure that the CBEs still have lion's share opportunities of these projects.

MR. COOLMAN: Anyone else have any --

MR. FRAZIER: Well, thank you very much --

MR. COOLMAN: -- questions?

MR. FRAZIER: -- for your response.

MS. PENNANT: I --

MR. FRAZIER: And I don't even know whether or not we need to

send you some bodyguards, because you're doing your job.

(Laughter.)

MS. PENNANT: Well, I -- I do, Mr. Chair.

MR. COOLMAN: Go ahead.

MS. PENNANT: So, Sandy, I -- I am, to Mr. Frazier's point, I'm curious to see those data, the --

MR. MCDONALD: So you're going to send me an email.

MS. PENNANT: So I'll send you an e- --

MS. CASSINI: Could I invite Mr. McDonald to do a presentation during the November workshop where you're going to be doing your quarterly report and maybe provide some of this information as well?

Even if you just send it ahead of time.

It's your choice, but during the briefings, everyone was asking for a much more detailed quarterly report, so I think that that's -- it's coming.

MR. MCDONALD: So allow me to present in November a more detailed quarterly report based on the County's ordinance of your program.

For something that may not be included, based on the ordinance of your program, send me an email.

MS. PENNANT: Okay. I got my orders. Thank you.

MR. COOLMAN: Any other questions of Mr. McDonald?

Sandy, thank you very much. You're always a --

MR. MCDONALD: Thank you, guys.

MR. COOLMAN: -- breath of fresh air.

MS. PENNANT: Isn't he? Always.

Thank you, Sandy.

– **Municipal Project Updates**

MR. COOLMAN: I believe, Gretchen, you and Angela are up next with the MAP Administration.

MS. CASSINI: We are up next. Thank you. This will be quick. We're standing between you and your lunch, so -- and -- and Mr. Garling still has his '23 budget after this. So we'll go quickly.

Just giving you an update on some of the accomplishments in MAP Administration. We continue having one-on-one meetings with the municipal representatives, their project management team, for every project that gets a funding agreement executed, walk through all of the requirements, actually show them the tools, the reporting tools, fillable forms.

Teach them how to use the portal that we are -- it's kind of an interim solution for us right now. It's a SharePoint site while we build out a much more robust database that will act as a centralized repository for all information related to municipal project funding agreements.

It will allow the municipalities to communicate with us, to upload documents. It will allow us to get notifications when a document that requires any type of review and approval has been uploaded.

It will allow us to communicate internally with the agencies that

interact with municipalities that are receiving surtax grants.

I also wanted to point out that we have four municipal projects that are complete. So they are in their final project closeout and reconciliation process at this time.

And, hopefully, for those you that are driving around Broward County on a regular basis, you're seeing those branded construction signs. We have about 30 out on construction sites at the moment.

I'm going to turn it over to Angela.

MS. WALLACE: Good morning.

Okay. So the municipal project agreement status. So from the Cycle 1 projects, there have been 53 executed agreements to date. And Gretchen just mentioned the four projects that have been completed.

There are 37 capital projects, 17 construction, 19 design, one planning.

And then 16 rehabilitation and maintenance projects.

There are 11 agreements in draft form that we're working with the municipalities to complete. Seven of those are capital projects, four are rehabilitation and maintenance projects.

There are nine ineligible projects that are sidewalk-only projects. Once we received the documentation related to those projects and they did not have any road improvements, they were determined to be ineligible.

There are 17 project checklists and accompanying documentation that



are undergoing internal review by the County in preparation for drafting the agreement, project agreements for those projects.

There are 16 capital projects, one rehabilitation and maintenance project with documents under review.

And there are 32 projects for which we have not received any checklist or documentation. 17 municipal capital projects and 15 rehabilitation and maintenance projects.

MR. COOLMAN: I do have a comment. I had some issues with the nine ineligible projects during my briefing, and in light of everyone's time, I would like to request that the communications that Angela and I had yesterday, I think they were -- there's about seven or eight pages. There's five or six different emails back and forth.

Rather than take our time now to discuss it, I would request that those emails be shared with the board, and that, at the end of our meeting tomorrow where we have members comments, I would like to discuss those.

I would caution you not to talk to each other about them.

I assume they can talk to Angela or Gretchen about them. I don't know.

But I -- rather than take up the time today, I have some -- from my perspective as a land planner, I have some serious concerns about whether these projects should be considered ineligible.

I'm not talking from a legal standpoint. I'm talking from a practical

standpoint.

MS. WALLACE: Okay.

MR. COOLMAN: So, with that said, if you will send -- better send them to me, just to make sure I got the same ones I have, and we'll reconvene tomorrow at the end of our meeting to discuss this particular issue.

MS. CASSINI: On Friday, Chair.

And I wanted to let you know that Phil has -- Phil Allen is raising his hand about this as well.

MR. COOLMAN: Pardon?

MS. CASSINI: Phil Allen has raised his hand.

MR. COOLMAN: Okay. Phil. Phil, are you there?

MR. ALLEN: There. Is that better?

MR. COOLMAN: Yes.

MR. ALLEN: Okay. I -- I've had similar concerns relative to how those monies are remaining in reserve for even projects that have been determined to have been ineligible.

And I'm prepared tomorrow to offer up a amendment or a recommendation for our transmittal letter to perhaps again point out this board's concern relative to those cancellations and getting off the dime as it relates to the I think \$6,000,000 worth of project funding that remains in limbo because those projects are not, in fact, proceeding, and whether the local

jurisdictions have, in fact, requested or acknowledged and withdrawn those requests going forward.

So, yeah, I'm prepared to have that discussion tomorrow during the discussion as to the approving future projects that might perhaps limit new project proposals or new project awards for those jurisdictions that remain sitting on those funding sources.

Thank you.

MR. COOLMAN: Phil, I have a question. I assume you're talking about the 32 projects with no checklist documents submitted, correct?

MR. ALLEN: I was just really just talking about the nine ineligible projects.

MR. COOLMAN: Okay. Oh, the same nine I was concerned about. Okay.

MR. ALLEN: Right.

MR. COOLMAN: We'll talk tomorrow. Thank you.

MS. WALLACE: Right. So I guess for clarification, Mr. Coolman and I had an email exchange yesterday regarding the criteria outlined in the statute regarding -- and the issue regarding sidewalk -- standalone sidewalk projects.

That email exchange, the Vice Chair has requested that the email exchange be distributed to all of the board members, and during Non-Agenda at the end of the meeting on Friday, we have a discussion about

that.

Some of you may recall that in previous meetings, and I'm sure our last oversight meeting in March, there was a discussion about sidewalk-only projects. And so there's this issue of their ineligibility and Mr. Coolman's desire to make them eligible, and the issue of the municipalities not having withdrawn them.

Because the County cannot cancel the projects, so they would need to be withdrawn by the municipality. And so they're taking up space.

And then what to do with regard to those projects and somehow having some movement, because at this point, there's no movement in that regard.

And that's what Mr. Allen's proposal would consist of, which is something he had shared with us.

So all of it will be part of the Non-Agenda discussion on Friday. And you'll see the communications that have occurred in that regards in advance so that you can have them prior to the discussion on Friday.

MR. COOLMAN: Go ahead.

MS. CASSINI: So I would emphasize that the -- within the 32 projects that Angela just mentioned, that there are nine projects totaling about 13.4 million dollars that do have a deadline to commence of June of 2023, so less than a year from now, before they could be subject to the County's cancellation. Okay.

And now just a brief municipal funding update. As you could see in Sandy's presentation, we do have over a hundred projects that have been reviewed for a goal.

We have 52.4 million dollars' worth of municipal surtax projects under agreements. That constitutes 49 executed PFAs with 19 cities.

You can see the details about the number of project funding agreements per municipality off to the right of the slide.

And we've advanced a little more than \$14,000,000.

As you know, the -- this program was created very different than most grants in that we are not doing a reimbursement. We advance the funding in quarters, sometimes all of it at once if the project is valued at less than \$250,000.

We've paid out 7.7 million dollars to capital projects, 6.7 million dollars to rehabilitation and maintenance projects.

#### **– Public Sentiment Analysis and Public Education**

##### **Updates**

MS. CASSINI: Last year, during your retreat, the Oversight Board requested that we engage in some public sentiment work.

So we brought that survey back to you. We shared it with multiple stakeholders in the Mobility Advancement Program before we actually disseminated it.

We used very similar strategies as were described by Mr. Pringle

earlier with the PREMO outreach and the surveying.

We have tablets. We go out to events. And we've also asked all of you and many other stakeholders, including the Prosperity Partnership, to post it on social media, post it on their websites.

And at this point, we have almost 1,000 responses to that public perception survey.

The next step is to really get into a more granular discussion at a kind of a focus group or charette type of level.

We plan this fall to be going out to at least six or seven different sites at various times of day to compensate those that are willing to participate in these groups and make sure that they are also being delivered in the four major languages that are spoken.

So we've identified a group that has facilitators, you know, trained, certified advanced facilitators that will deliver these focus groups in the four major languages.

And we'll have some more information and some preliminary results of those focus groups available for you when we come back to you in November.

You also mentioned that you'd like us to have as much of a social media presence as possible, getting out there and educating people about the program and what it is doing in a variety of different media -- mediums.

And we have 43 videos running on our YouTube station. I must say

102

that your Oversight Board meetings and workshops remain extremely popular.

Our e-newsletter, which was started back in 2021, we have over 6,000 subscribers that receive that e-newsletter, and about a 30 percent open rate, which is significantly higher than the national average.

Our project dashboard is also extremely popular. It's increased in popularity over 2021, as you can see, quite significantly.

This is where people go to get information about the actual projects that are happening.

And we're getting hits on our public project dashboard about 23 a day.

There was a lot of discussion over the last few Oversight Board meetings and your retreat about making sure that we are telling the story about what the surtax is doing in our community.

And the -- one of the best ways to do that is through branding, consistent branding.

So I'm happy to report we made a lot of progress with community shuttle branding and memorialized signage for projects that have been completed.

You can see a mockup that we received from Broward County Transit for the community shuttles. It's very hard to see, I know, because it's quite small. But on the side of the shuttle, we'll have the tagline brought to you by the Penny for Transportation. And then on the back of the shuttle, there'll be

the cooperative logo and also the Broward County Transit logo.

Off to the right, you -- as Tony mentioned in his first slide about his accomplishments, we've agreed to the way that we're going to be branding memorialized signage on bridge improvements.

And then we've also got some multi-modal decals.

I don't know if anybody from Public Works happens to have -- no?  
Okay. So it's fine.

The decals we've worked on for quite a few months with our Public Works stakeholders to try to come up with something that's both very easy to -- you know, easy to recognize, resilient, sustainable. And these would be the types of decals that would be placed in kind of sidewalk projects, bike lane projects, things of that nature.

And at this point, I'm going to turn it back over to Tim, unless there are any questions.

Okay. Great.

MR. COOLMAN: Does anyone have any questions?

I only have one comment, and that is hearing about the PREMO today, and I know they're doing some -- whether it's called advertising or whatever, but I assume that's going to fall into this -- this branding fairly soon?

And I -- to me, it's just one of the most exciting things I've heard in a while, and I hope we're going to be broadcasting it.



MR. GARLING: Absolutely. As we talked about, the public outreach aspects of PREMO are just critical, right? Not only getting the feedback from the public, but branding and getting the word out there.

So we -- a large portion, really, of the cost of going -- going forward is to make sure that we have boots on the ground to get the word out, to leverage social media, and to really let people know that this is an important surtax initiative.

MR. COOLMAN: Thank you.

I guess we're back to you again.

MR. SMITH: Just quick -- quick comment before we do move forward.

MR. COOLMAN: I'm sorry. Go ahead.

MR. SMITH: I mean, it's a comment and a question. I mean, I think we're not where we need to be still with our public-facing image.

So my question would be where does this go from here? Like we mentioned the YouTube channel. I mean, did the -- if the Oversight Board meetings are popular, they're getting like 80 views, it looks like on there.

So I -- I don't know. I mean, at what point is the big splash, right? And who does that? Do we bring in outside marketing agencies at some point?

I mean, maybe our progress is a little slow to date. Maybe it's not the right time. But, to me, from just the public's perspective, I -- I'm not hearing, okay, yeah, this is our big splash and we're out there.

I mean, maybe -- I don't know if you guys agree with that or, you know,

105

what you think, but I think we're going to need a lot more of that to get people excited about what we're doing and all this money that's -- that's going to be spent.

MS. KALIL: I can answer your question, Shea, if you'd like, Gretchen had to go to the restroom.

MR. COOLMAN: Come forward, please.

MS. KALIL: Hear me? So to answer your question, what we're trying to do is align and proportion the marketing budget and efforts to the amount of projects out there.

So once we hit a certain benchmark on projects, active projects, we increase our marketing efforts.

But for the first 18 months of starting a program like this and continually working with Javier at the CIT -- CTTI in Miami and comparing notes with Palm Beach, California, and other areas who have done this sort of project, we're actually ahead of the curve.

As far as exposure goes and views on videos, we don't promote any, but one we did kind of a test route. It's a little bit challenging promotion -- promoting content digitally because of government P-card issues, believe it or not.

But the one test try we did have, we're -- we worked out all the kinks and I think we're only a month off from being able to be really aggressive with online education campaigns and pockets.

Our one run for a week, if you look at our main video, which is the corporate video, we have over 3,000 views.

So hope that answers your question, and I look forward to giving you guys updates.

Again, as the projects, active projects increase, so will our marketing efforts align with those efforts.

MS. PENNANT: I --

MR. COOLMAN: Anthea.

MS. PENNANT: -- yes, I have a quick comment.

I thought we did hire a marketing firm. Did we not?

MS. KALIL: We had some marketing support and -- and we still do.

MS. PENNANT: Uh-huh.

MS. KALIL: They did -- they helped us a lot with getting the logo going and the branding, a lot of technical graphic support where we use the files and images still today in the products that we're creating, like the rack cards you've seen, the pullup banners you saw at Sandy's event --

MS. CASSINI: Translations.

MS. KALIL: -- translations, the annual report is an upcoming project.

MS. PENNANT: Uh-huh. So why -- why do we not -- why are we not using the marketing firm?

MS. KALIL: We're -- again, we're doing --

MS. CASSINI: Let me --

MS. KALIL: Oh, sure.

MS. PENNANT: Uh-huh.

MS. CASSINI: I appreciate you. Thank you.

So we had an initial contract when we didn't have any internal staff.

MS. PENNANT: Oh, okay.

MS. CASSINI: We needed substantial support to stand this program up and start to tell the story and get our branding together.

We had an initial contract that was specific to the surtax, and it ends actually on September 30<sup>th</sup> of this year.

We continue to utilize marketing support, but it -- it's broad. So I'll give you an example of something that we are working on right now, additional videos.

MS. PENNANT: Uh-huh.

MS. CASSINI: And we'd really like to also look at AR/VR 3D videos, not just two-dimensional videos.

MS. PENNANT: Uh-huh.

MS. CASSINI: So we use our Office of Public Communications that has a master agreement with a multitude of CBE and non-CBE firms that specialize in various types of marketing and public outreach.

MS. PENNANT: Uh-huh.

MS. CASSINI: And then when we have a particular effort that -- or initiative that we're about to undertake, then we utilize -- we seek a work

authorization. We put out the scope, we say this is what we need, this is how long we think it's going to take.

And anybody that's on that particular -- it's called a Qualified Vendors List, they can bid. And then we go through a negotiation process and we have a contract with them.

So we have various different ways of trying to tackle what we can't do internally --

MS. PENNANT: Uh-huh.

MS. CASSINI: -- as -- and -- and, you know, again, we're -- we're available to -- to a lot of different firms. It's not just one marketing firm.

MS. PENNANT: Oh, okay. Okay. I didn't realize that.

MR. COOLMAN: Shea, I -- I kind of disagree with you. I actually am impressed at what they're doing as opposed to being slow on -- in the way of, you know, advertising buses or -- I think the word's out there. And then I think PREMO's even going to get us more excited.

I'm a little -- would like to know whatever happened to that office space, but we can talk -- I mean, that seems to be --

MS. CASSINI: It's in progress.

MR. COOLMAN: -- lagging. I would agree with you there.

But I'm very -- I'm -- I'm actually pleased with whether you want to call it marketing or this whole branding thing. I think it's, you know, what are we in? What, three, three and a half years since they started collecting money?

109

That's pretty fast.

MR. SMITH: I'm not saying I'm displeased. What I'm saying is I think with something this big, at some point we need a splash that's requisite with how huge this is, when we're really ready to tell the story.

I think getting it -- and I think that was answered a little bit in the sense that they're staging it out based on the progress.

And so you don't want to spend the dollars at the wrong time, but for it to all come out of like a County-based mechanism and to think that that kind of marketing power, right, with something this large is going to come from that infrastructure, I don't know.

I mean, people do what they do for reasons, right? You have advertising agencies for reasons, that come in and rebrand things, just like we're doing bringing in national experts to do the study. It's a very similar type of thing.

But I -- you know, I think it's great, the effort that we've made, and getting a logo and those sorts of things.

And I think demographics-wise, you may have more exposure and may be around more people that recognize this. But I can just tell you, in my demographic, I think half the people don't know that this is out there.

And maybe it's not the time to make the big splash, but that's just my perspective.

MS. CASSINI: So I'd just like to reiterate that we are not relying solely

110

on County staff, that we utilize vendors. So we have a variety of different vendors, both CBEs and non-CBEs. We're using them to build our website.

So I don't know if Nichole mentioned that, but we're getting off the County's website. We're building our own independent website, and we're going to utilize, you know, the best vendor that we can find to do that job. And they're also going to help host it, and get our SEO up.

We will use -- we will go out and we will get what we -- what we -- the very best talent that we can find for all of our marketing and public educational efforts.

And with respect to your question, Vice Chair, we just had a meeting on the progress for the surtax plaza, for the buildout of that space.

And our expectation is that when we do the ground breaking for that kind of public engagement space, where we hope to be able to have all kinds of interactive, you know, videos and ways for people to learn how to use the system and all of that, I think we're going to do a big press release on that, and we'll be, you know, really pushing out some information.

But we want to be sensitive also to try to align some of our efforts with what Tim's group is going to be doing around PREMO, because we should leverage our -- our resources as much as possible.

MS. PENNANT: If I can just add, I think it's good that you're using multiple marketing agencies outside, because I think in some communities, depending on who the marketing company is, they can appeal to that

demographics, right? So you -- you really need to have a diverse panel of -- of providers that can -- so, makes sense. Got it. Got it.

MR. COOLMAN: Okay. With that, I didn't hear a date about when this blast party's going to be.

MS. CASSINI: They told me spring. Spring.

MR. COOLMAN: Spring.

MS. CASSINI: Yes.

MR. COOLMAN: What year?

(Laughter.)

MS. CASSINI: Spring. So I'm -- I'm -- I'm hopeful March. But, again, they're having some supply chain issues as well.

But there's a lot of progress that's happening.

And, actually, I've invited them to come and give a presentation to you in November, show you the progress so far, let you see the kind of construction, photos, give you some ideas of what the ultimate finishes are going to look like.

So you'll be getting that in your November meeting on the 18<sup>th</sup>.

## **II FY 2023 BUDGET REQUESTS**

### **BROWARD COUNTY TRANSIT CAPITAL AND OPERATING**

MR. COOLMAN: Fine. With that, let's get back on schedule and bring it back to the Deputy.

MR. GARLING: Okay. Thank you. So let's get started here.



So this is the fiscal '23 surtax budget request for Broward County Transit.

We've talked about many of the -- sort of the fundamentals of what we're doing, so I think we can get through this pretty -- pretty quick. This is the financial aspect.

And I'll also say that I'm excited to show on Friday the whole five-year plan where we'll see a better context about how all these things in '23 are going to fit in to getting really some good start to the program.

So this is -- this is '23.

So the first thing is what we call transitways. This is our bus rapid transit, our light rail investments. 3.9 million dollars.

It's really set up for design and project management, those services.

We've got some additional design money we're looking for for the Corridor 1, that we're calling it.

And then also getting ready for project development for BRT Corridor 2.

Just in our plan, just to preview a little bit, we're hoping to be in construction for BRT Corridor 1 in fiscal '26, and we hope to be in construction for BRT Corridor 2 in fiscal '28.

But just to give you an idea. We'll go over that in more detail, but we've got to get the design done and et cetera.

And as we talked about in the hiring component, we're supplementing

our existing staff with project management. So it works well when that project management starts and supports during design so our project management team understands the design of the project and then rolls right into construction.

These BRT projects are big, right? They're going to be \$87,000,000, \$90,000,000, \$95,000,000 as we go. So these are our -- our big large endeavors.

In the area of transit, this -- this is really our bus purchases, generally.

Here we see we're going to spend 47.3 million. 37.6 million to purchase 26 electric fixed route buses with the surtax program. These are going to replace our aging buses along our path to have an all-electric fleet.

Our paratransit vehicles at this point, they are all propane powered. And how we do this, there really isn't a paratransit vehicle right now that is provided with propane capacity, so what we have to do is purchase vehicles and then retrofit them with propane, so it's cleaner burning.

We're continuing to monitor the market for electric vehicles for -- of this style, of this size, these smaller vehicles. The market's just not quite there yet.

But we're expecting at some point in the future that that will transition.

We also have -- and we have the same thing as last year. We have about \$2,000,000 a year for general planning consultants.

Again, as we're growing into all these new business areas, this

provides supplements to our existing staff.

For our capital transit infrastructure construction, \$65,000,000.

We're rolling along with our customer facilities, that bus shelter program, 75 shelters a year, bus stop improvements.

What we plan to do, really, in fiscal '23 is all new bus stop signs and poles, as well as at 300 bus stops to actually have solar powered lighted bus stops. So those places where we don't have shelters, give people a little better feeling of security. So we'll be able to light them.

So we're actually kind of interested in that as -- as a way to, you know, help people feel a little bit better, you know, about their surroundings.

And, you know, local bus infrastructure, again, building more bus stop pads.

In operational facilities, there's major projects for the Copans Road rehabilitation. It's our main bus facility.

We already have a \$17,000,000 federal grant in place for that, so this is part of that leverage. It'll be a \$67,000,000 total project. And this will be that sort of local match to make that project go and -- and allow us to rehabilitate and modernize a very old facility.

We have operational facilities/infrastructure improvements. As in all things, we have facilities that age, they need new equipment, new HVAC systems, and things like that. So we actually have money yearly to do those kind of improvements, upgrade equipment and the like.

And then close to a million dollars for electric bus charging infrastructure. So to support the electric buses, we have to have the infrastructure in.

MR. COOLMAN: A quick question. That 50,000,000, and then you said you've got matching funds. I -- I'm confused. What's it going to cost? How much is surtax?

MR. GARLING: So 50,000,000 of surtax.

MR. COOLMAN: 50,000,000 of surtax.

MR. GARLING: Here, right? And 17,000,000 from the federal discretionary grant.

MR. COOLMAN: Okay. So it's a 67 --

MR. GARLING: \$67,000,000 total.

MR. COOLMAN: That's not a bad --

MR. GARLING: Yeah. And -- and so -- but, again, we're going to upgrade the facility for electric buses. We're going to actually redo it. All these things that electric buses will help cause. Our service lines change.

So it will really allow us to take the -- the current campus, that current facility and modernize it so we can actually grow and -- and have more buses in place.

MS. PENNANT: Quick question.

MR. GARLING: Yeah.

MS. PENNANT: Sorry. Mr. Chair?

MR. COOLMAN: I'm sorry. I was figuring the percentage of whatever

--

MS. CASSINI: Leverage.

MR. COOLMAN: -- like leverage we had.

MS. PENNANT: For the --

MR. COOLMAN: Go ahead.

MS. PENNANT: -- for the electric bus charging infrastructure, I know there is a lot of dollars from the federal infrastructure bill. Are we able to tap any of that?

MR. GARLING: Yes. We've actually put in some grant applications for low and low/no grants for both infrastructure and buses.

So we've already got those in place.

MS. PENNANT: Uh-huh.

MR. GARLING: But in all cases, generally, you're looking at a 50 percent local match, you know, if we --

MS. PENNANT: Okay.

MR. GARLING: -- get them.

And we're kind of budgeting them right now until we get them in hand. We really want to progress -- we need to progress our program.

MS. PENNANT: Uh-huh.

MR. GARLING: Once we get them in hand, then we can defer any monies that we've set aside for these for something else.

MS. PENNANT: Okay. Perfect. Thank you.

MR. GARLING: Okay. And then, just to support all this stuff that we're going to do, we've got design dollars in place.

We have several intermodal facilities. And -- and, again, we'll go over more of these schedules and the like in the -- in the five-year program.

But we're -- we're looking at really working on three intermodal facilities, west Broward out in Sunrise, West Regional Transfer Facility in Plantation, their Emergency Operations Center, and a new transfer facility in Hollywood.

All those things will be, you know, scheduled for construction in the five-year period, so we've got to get started on design.

And, of course, we've got to design the bus stop improvements and the bus pads and the like that we have the construction money in for.

And operational facilities, I did want to mention the paratransit operations facility, the design of that.

One of the things that we're really looking at is the way we do paratransit right now, we contract out for the service. And so we have the vendor provide the site, and we end up sort of leasing that site from the vendor.

The trouble with that is as land is very difficult to get here, and if we ever want to get to that place where we have electric buses, it makes it almost impossible for vendors to, you know, sign up for like a five-year

contract and put in infrastructure and expect to get it paid off.

So our business plan, our business concept is to basically create a paratransit operational facility that has maintenance capabilities. Ultimately, we'll have it set up -- because we're expecting electric buses at some point, we'll have it set up that we can have electric charging stations there.

And then we will bring in the paratransit vendor to operate it. That actually ought to create more competition for the -- the vendors that come in and run those services.

And it's a model that I'd actually used in Portland, Oregon, because it's just -- creates consistency and gives us a chance to have a sustainable good paratransit program in the long-time, and really lets more vendors be able to participate in the program.

Then we've got design for, again, the operational facilities, and then charging stations for the buses.

Again, over the -- over the next five years, all those things have to be designed.

Okay. Now, other transit capital infrastructure. IT enhancements. We're upgrading -- aside from the normal things like you're buying services and sort of the -- the basic equipment, we have a couple big projects.

One, we're upgrading our non-vehicle radio infrastructure, going from analog to digital, modernizing that, better reliability.

And we also have a project to put in automated passenger counters in

119

every one of our buses. So I think for the long run, that will give us a wealth of information about where we're picking people up, where we're dropping them off. When we do our COAs, those comprehensive operational analyses, it will just help us be smarter about where the demand is and where we run, what time of day, where we put our buses, so we can be efficient. As we're adding service, we can be efficient as we're adding it.

So I think that's going to be a good thing.

Security enhancements, I'm very excited about this. We are -- are going to look and evaluate potential crash avoidance systems that we can put into our vehicles.

Many of you have cars that you'll have automatic alarming or braking or things like that. The transit industry's kind of been behind in that, so we're actually looking at sort of add-on features that we can alarm our drivers or maybe end up with ways to enhance safety of the vehicles.

So I think that has very good implications of, you know, safe running the system in the long run.

And, again, all these projects, from the Copans project to whatever, we need project management support to help with all the construction that we're going to do.

So that's -- that's basically the -- the construction part.

In operations, we talked about where we were at before with the -- with the ridership.



So as we look at fiscal '23, our whole goal is restoration to 2019, right? We want to put the system back to where we were in 2019.

So we're not planning any increase in budget. So we -- basically, we want that 2019 budget. That's what we've kind of been budgeted. We've just been underspending it for the last few years.

We just want to kind of get back to this 1.5 million service hours. We want to get those bus operator hired. We want to get back to where we were.

And then, as I'll talk on Friday, we have a plan for how we're going to ramp up the service and put in BRTs going -- going forward from that -- that place.

And, as Mr. McCoy talked about earlier, our late night service project, that's actually going to be rolling out next week.

And what that's going to do, the late night service, I actually have -- I actually have one. It's called Late Shift Connect. And what it's going to -- what people are going to be able to do is if they have a -- they'll be able to apply for a ride. If they take public transit to their job and our service ends, like, you know, overnight, so say you're working in a hospitality industry, you get off work at 2:00 in the morning or something like that, and our buses stop at midnight, this would give you an opportunity to get a subsidized cab ride home.

So you could take public transit to your site, and then you'd get a

subsidized ride home.

Or, conceivably, if you had to start really early, before the buses were, you could -- you could take the cab to your job and to come back.

There will be form that you fill out on a website. We verify your employment. And this will allow you to have five rides a week at \$15 a ride.

You'll be issued this card, right? Your name will be on it. This is a card that will be swiped in the cab. So the cabs will see this card and know that the full amount of money is available on it.

And then our back office all takes care of the -- of the payment to the cab drivers, and we take care of -- of, you know, the -- the price of that ride.

So this is something that we're getting started. We're -- we're really excited, particularly because we're a hospitality-type community. This is a way to cost effectively provide rides late at night.

Otherwise, we'd just be trying to run empty buses and we -- you just can't really do it.

So this would be targeted. It would be a way to make sure that people could use the transit system when it's operating and still find a way to get home and to get to and from.

So we think this is a innovative, good program, and we're very interested to see how that's going to be used.

And then the micro-transit project, this is really supporting our community shuttle programs. There's five communities that we're going to

start with. Broadview Park, central County. These are the Broward Municipal Service Districts. And then southwest Hollywood, West Park, and Hillsboro Beach.

And this would basically be demand response. These vehicles would be circulating in a geofenced area, and you would be able to hail it with an app to get a ride. They would pick you up, take you within the geofence, or take you to a bus station that you could continue your trip.

So, in a way, I think looking at this for the long term, as we -- as we talked about having the right tool for the job, where those fixed route services don't really work, where you have low density areas, this kind of on-demand travel may be the best way to link people to this broader and bigger transportation network when we've got, you know, less dense communities.

We're hoping that that RFP gets out the door in September and that we can get on with this project as well.

So these are two sort of really new business functions that -- that we're beginning to work.

MR. COOLMAN: Deputy Director, I have a question on the --

MR. GARLING: Yeah.

MR. COOLMAN: -- this page. On the 30 -- 53.9 million transit operating --

MR. GARLING: Yes.

MR. COOLMAN: -- is that the money that's coming out of the surtax

for 2023, and is that a reoccurring expense? Because it says operating, surtax revenues supplement operating budget of -- so that's a reoccurring --

MR. GARLING: Yes. And this will be -- so this is -- essentially, how the surtax has been set up is they will pay our operating deficit. So we --

MR. COOLMAN: Okay.

MR. GARLING: -- pile up all of the various fundings that we have for our operations, fare box, ad valorem taxes, gas taxes, money we get from the state. We pile all that up. And then the difference is what the surtax pays for.

And you'll see on Friday, we've kind of laid out all five years. This is actually sort of less than we would normally pay because we've -- we're just finishing off the COVID relief monies that were given to us by the federal government to run our systems without charging fares.

And so this is really -- fiscal '23 is the last year we're really going to be able to take advantage of those funds.

And in '24, we'll sort of be back to paying full freight and so that --

MR. COOLMAN: We'll see the --

MR. GARLING: -- that --

MR. COOLMAN: -- real deficit.

MR. GARLING: -- then -- then we'll see the real deficit, yeah.

And -- but we'll go over that on Friday and you'll see the --

MR. COOLMAN: Okay.

MR. GARLING: -- you'll see the increase over time.

And -- and that deficit is important. Having better service is expensive and it allows us to provide those more hours of service. And that's the thing that creates the network.

MR. COOLMAN: Thank you.

MS. PENNANT: Mr. Chair. I am just so excited about so much of this. That project that you talked about, the late night project --

MR. GARLING: Yeah.

MS. PENNANT: -- I really love the fact that it's creating opportunities for the cab drivers. You know, it's not just that the individuals have the convenience of being able to get home when they need to, but that it's also creating a revenue stream for our cab drivers, who I'm sure many of them have suffered because of, you know, all kinds of challenges lately, right?

So there's that. So I'm excited about that.

I also had a question about some of the numbers in -- in the budget infrastructure design where I see, you know, Hollywood transfer facility, and then I see -- and that's like 255. And there's another west regional transfer facility.

The disparity in the amount. One is 1.9 million, one is 255 -- oh, thousand. My mistake. I thought it was million. I was thinking why is it such a significant difference, but --

MR. GARLING: So, one, the design is typically sort of a function of

125

the size of the construction.

MS. PENNANT: Uh-huh.

MR. GARLING: And so in both cases of the West Broward Intermodal Center out in Sunrise, that's likely to have a sort of -- a -- a bigger facility that will have a park and ride garage, and it will be bigger, so the design will cost more.

At the West Regional Transfer Facility, that will probably be more commensurate, if you're familiar with the Lauderhill Transit Center, it will probably be more --

MS. PENNANT: Uh-huh.

MR. GARLING: -- of that size and scale.

MS. PENNANT: Okay.

MR. GARLING: And then Hollywood, we're going to build a -- sort of a smaller scale facility, maybe only two to \$3,000,000. And you'll see that in -- in the five-year budget.

MS. PENNANT: Uh-huh.

MR. GARLING: The land that we're looking at as a potential to put it on may be part of a longer term redevelopment, air rights and the like.

So we're going to basically sort of build sort of a -- a footprint, if you will, with bus shelters on it, and --

MS. PENNANT: Right.

MR. GARLING: -- that that will be our place where we'll transfer only

a few million dollars and then continue to work with that community to build a really kind of first-rate transit facility maybe that can be integrated or complement TOD that -- that they're planning for that area.

But in -- that's going on, the TOD and stuff will take some time, so we want to make sure that we get a good transfer facility there that's desperately needed in Hollywood. And that gives us money to do it.

So the -- the short answer really is design is sort of commensurate with the size of the capital investment. And --

MS. PENNANT: Okay.

MR. GARLING: -- by doing it this way, you don't really see the capital investment, which -- which we'll lay out for you on Friday.

MS. PENNANT: Right. Okay. And I just -- I was just kind of curious about is it the demographics that's driving the capital investment, you know, the components that are driving the level of investment, you know? Are you spending less money in one area because there's less ridership or -- you know, those -- those were the things I was thinking.

MR. GARLING: Well, it -- you know, it's kind of complicated, and there's a lot of different things that we're doing, right?

MS. PENNANT: Uh-huh.

MR. GARLING: So operational facilities are sort of like you've got to repair and replace the ones that you have, you've got to look for new places.

And then, you know, we're looking for opportunities, right? So one of

127

the things that -- that we'll talk in -- in more detail, all these capital investments -- this is the design, but all these capital investments are dependent upon finding land.

MS. PENNANT: Oh.

MR. GARLING: And so some of that is it goes wherever we can find space. Like a --

MS. PENNANT: Right.

MR. GARLING: -- paratransit facility, most likely wherever we can get -- get land. And all those things are always tenuous and -- and we have to be able to move quickly, and we have to be able to -- to put things in place. So --

MS. PENNANT: Okay.

MR. GARLING: -- so -- so much of it, like these transfer facilities and things like that, it is kind of complementing where -- where ridership is, but we want to get more, so we're just trying to look and take advantage of opportunities as we get them.

MS. PENNANT: I got it. I got it. Thank you. Awesome.

MR. GARLING: Okay.

MS. PENNANT: Awesome.

MR. GARLING: Okay. And then there is -- in this budget, there is \$60,000,000 for regional transportation projects.

If you recall, last year there was 80,000,000 that was put in for the



budget. So there's an annual amount right now.

And, you know, this is -- this is the place that we're going to be looking to fund commuter rail. And this is very similar to the explanation that -- that we had last year. We're going to be looking to initiate project development and environmental issues. More to come on that on Friday. There'll be a specific request on how we program that money.

But at this point, money's just being set aside for various regional projects that could come up, one of which is commuter rail. And we'd be coming to you sort of project by project or item by item on how we would put that money to use.

MR. COOLMAN: I have a question. You mentioned that last year we had 80,000,000, this year we have 60,000,000. It's sitting over here. And I know when we get into the commuter rail, the dollars are big.

So is this money just being saved for that and it's simply taken out of this budget year? Is that what I understand?

MR. GARLING: Yeah, and -- and I guess you could think about it like we're sort of paying forward or setting up a reserve, right? We know that -- and -- and even the transit projects that are coming, right? We -- we are going to have pretty sizeable projects. The first light rail project may be in excess of \$800,000,000.

So we can't afford it in any one particular year, so we're sort of setting aside that reserve and then we're coming -- as we're setting that reserve

aside, we're coming with the very specifics that we'll talk about on Friday, this is the use for the money now.

So as we use the money, then we come to you and we talk about what that use is going to be.

MR. COOLMAN: Thank you. Yeah.

MS. CASSINI: Sorry. Mr. Chair, I believe Phil Allen has a question on this one.

MR. ALLEN: Thank you.

Mr. Chairman, going back to your question relative to the last slide, which was on the capital and operating support, I think it was \$50,000,000 or something like that, can you -- you said we're going to be talking about that including in the five-year plan, but can you historically go back and show maintenance of effort relative to ad valorem taxes versus the surtax supplement?

MR. GARLING: Well, yes. And the way it was set up was that historically, about \$27,000,000 a year was put in from ad valorem. And as we did the 30-year plan, we put in that maintenance of that \$27,000,000 coming from surtax.

So that doesn't increase, it doesn't decline. So in each year's budget, that 27,000,000 is the surtax amount.

There are other amounts, and -- and I can talk about those, or I can -- I can be prepared to talk about those numbers on Friday.

But there is -- we receive roughly \$10,000,000 from FDOT, we receive fare box revenue, we have some gas tax revenue.

So there's a number of funding sources that sort of build up what our total amount is. And -- and we even have some COVID money and the like to get to our total operating budget.

MR. ALLEN: That -- that -- maybe that discussion can occur on -- on Friday, if you could provide some kind of a --

MR. GARLING: Yeah.

MR. ALLEN: -- a table or something that would maybe go back three years and going forward to the five years relative to that \$27,000,000 maintenance --

MR. GARLING: Yeah.

MR. ALLEN: -- effort from the ad valorem taxes.

MR. GARLING: Yes, we can -- we can absolutely put that together.

MR. ALLEN: Okay. Thank you.

MR. COOLMAN: Thanks, Phil.

MR. GARLING: Okay. And we're just about done here.

And then -- so the last component is the community shuttle program. And so the community shuttle funding is actually attributed to the municipal part of the program. It's part of that ten percent of the minimum annual guarantee for surtax revenues. It -- it all fits within that.

The existing program, we've got budgeted 11.4 million dollars for the

operation of the existing program, 1,000,000 for capital for the existing program. That actually is going to buy us five buses along with a share of the automatic passenger counters that we're going to put in each one. So, again, we can get much more granular and detailed information about where people are getting on and off on the community shuttle program.

And then, in '23, we're looking for expansion. There are actually three communities that we're going to be expanding. Plantation, North Lauderdale, and Hollywood are going to have some additional routes that we've approved. So that accounts for that -- that additional 3.7.

So I think -- I think, if I added that up right, it's 16.1 million that will go and be part of the ten percent of revenues.

Okay. And that's -- I guess -- did I do your slide?

MS. CASSINI: No. No, no, no.

MR. GARLING: Oh.

MS. CASSINI: You did your slide. This is my slide.

MR. GARLING: Oh, Okay.

MS. CASSINI: No, you did perfectly. Thank you, Tim.

MR. GARLING: Okay.

MS. CASSINI: We were able to complete the municipal five-year project plan last evening. You received some updated materials.

We were also able to disseminate that to our municipal single surtax points of contact.

And what you'll see here is that for the first time since fiscal year 2020 -- thank you, Tim -- we are able to recommend three rehabilitation and maintenance projects.

These came to you as part of a complete package of -- of 65-ish rehabilitation and -- I think it was 62, actually, rehab and maintenance projects that were submitted and ranked in the summer of 2022.

We were not able to fund all of them. So when legal counsel from the municipalities and the County and our surtax legal counsel were negotiating the second amendment to the interlocal agreement amongst all the parties, there's a section of that second amendment that relates to the rehabilitation and maintenance projects from Cycle 1 that remained unfunded needing to all be funded before we could entertain any new rehabilitation and maintenance projects.

So one of the goals is to try wherever we can, when we do have unallocated funding after we've fully funded all of the capital projects in a given fiscal year, we want to -- we want, obviously, to maintain some funding for contingency, for cost escalation, but we did have a few small projects as you can see here, small dollar value rehabilitation and maintenance projects from the Cycle 1 list.

And so we went ahead and recommended that we include those. The County Administrator and our Office of Management and Budget took a look at these. We reviewed the ranking process.

We did do a little bit of a re-rank. So we -- we -- it wasn't much. We tweaked the original evaluation and ranking process -- criteria that we had used back in 2020 just to reflect some of the changes that have occurred since then.

And these projects were at the top, in the top five ranking, and they are the cost feasible rehabilitation and maintenance projects.

The others that you see here at the top, those municipal capital projects, which is the MCP, those are projects that are from the original list of 110 kind of down to 97 that you all acted on in Cycle 1.

These are the next phases of the phases that were awarded and reviewed by you all in 2020.

Many of these -- actually, there are notes on the actual document, but we just couldn't fit them on the slide. Many of these are projects that are already underway. So they might have already a planning phase or a design phase project funding agreement.

But for many of our FY '22 programmed projects, they just weren't quite ready for that next phase of funding. So these are -- these are projects that were -- most of them were programmed in '22 and they have moved out.

You'll notice for the first one, though, they were -- they were asking if they could move even further out, because that Miramar, that's a huge project. It's three projects -- four projects bundled together. And I think they are not going to be ready for construction funding, they are not going to be

able to complete their design and the acquisition of right of way.

So some of these projects are moving out into future years. That's what those blue arrows will indicate to you.

And also the yellow highlighted, Hallandale Beach actually had originally requested a significantly higher dollar amount in Cycle 1. When it came to you all for your evaluation, staff had identified that there was a -- about 90 percent of that project had decorative paver elements.

So once we worked with the municipality to remove those ineligible components, the surtax contribution to that particular project would be around \$163,000.

Are there any questions about those?

MR. COOLMAN: I have -- what's the Coral Springs ineligible? Why is it an ineligible?

MS. WALLACE: It's a sidewalk.

MR. COOLMAN: What kind of project is it?

MS. WALLACE: It's a sidewalk-only project with no road improvements.

MR. COOLMAN: \$9,000,000 worth of sidewalk? That's not on the -- the list of nine from page 38 -- oh, it is. It's just one of nine.

MS. WALLACE: Yes.

MR. COOLMAN: We'll talk about that tomorrow. All right. Thank you.

MS. CASSINI: Friday.

We have a question from Mr. Allen again.

MR. ALLEN: Yes, thank you.

That goes back to our previous discussion relative to the Coral Springs. If that 9.4 million dollars were to be acknowledged by the city to withdraw that, would that mean that additional 9.4 million dollars would be available for other jurisdictions in the R and M section? Or even in the capital section?

MS. CASSINI: Potentially, yes. It would free up the money for other eligible uses, whether it be projects or contingency or roll forward. We would be able to reprogram that funding.

MR. ALLEN: So those cities that are not being proposed for funding in '23 should be calling Coral Springs and saying why don't you withdraw your project?

MS. CASSINI: I -- I'll be honest with you, Phil. There are not that many projects, other than rehabilitation and maintenance projects, that are actually ready for FY 2023.

But that's certainly a -- a reasonable approach.

MR. ALLEN: Well, we'll have that discussion tomorrow, I guess.

MS. PENNANT: It is on Friday. Everybody keeps saying tomorrow.

MR. ALLEN: Or Friday. I'm sorry.

MR. COOLMAN: Was that your comment, Anthea?

MS. PENNANT: That's it.



MR. COOLMAN: Anything else? Anybody else?

It says break on the next sheet. Is that appropriate now?

MS. CASSINI: Yes, Mr. Chair. How long would you like --

MR. COOLMAN: Vice Chair.

MS. CASSINI: -- Vice Chair. How long -- we'll, you're -- you're playing Chair right now, right?

So how -- how long would you like to -- because we do have folks that are participating virtually that will need to, you know, take a break as well.

How -- when would you like us to come back?

MR. COOLMAN: Well, it's about 18 after 12:00, right? Is quarter 'til 1:00 too short?

MS. CASSINI: Up to you all. Is that good? Okay. So we'll be back in a little less than a half an hour.

MR. COOLMAN: Yeah.

MS. CASSINI: Okay. Perfect.

MR. COOLMAN: Thank you.

**(THE MEETING RECESSED AT 12:18 P.M. AND RECONVENED AT 12:51 P.M.)**

MR. COOLMAN: We're about ready to start, is that what you said?

MS. CASSINI: We're ready.

MR. COOLMAN: We're ready. Public workshops budget request --

OPERATOR: Recording in progress.

137

MR. COOLMAN: -- FY 2023.

This is the rolling -- this is '23, '24, '25, '26, '27.

MS. CASSINI: The way we've always done this is that we show you the five-year plan and you act on it, but it's rolled up to an incredibly high level.

But for the fiscal year 2023, the stuff that's coming up starting October 1<sup>st</sup>, you get a lot of detail so that you are able to make your eligibility determinations on those projects.

MR. COOLMAN: That's an interesting comment.

(Laughter.)

MS. CASSINI: It's like that every year.

MR. COOLMAN: No, that the surtax board gets to make an eligibility determination. Hmm. Very interesting.

### **BROWARD COUNTY PUBLIC WORKS CAPITAL**

MR. HUI: Am I on? Okay. Uh-huh.

MS. CASSINI: Please go.

(Laughter.)

MR. HUI: So the key word here is detail that I -- that Gretchen mentioned.

(Laughter.)

MR. HUI: And I'm going to be talking about the Public Works project request for FY '23. And it will be detail. I am sorry you're getting this right

after lunch.

MR. COOLMAN: No, no. You want \$71,000,000?

MR. HUI: So --

MR. COOLMAN: Got that right.

MR. HUI: What's that?

MR. COOLMAN: That's what --

MR. HUI: Yeah.

MR. COOLMAN: -- I'm looking at.

MR. HUI: Yeah. It is \$71,000,000 that we're requesting for FY '23.

And it is in the ten group of projects that -- similar to the groups of projects that we have had in the past. I think you're probably familiar with many of them.

I will go through them. I will go through the projects in detail to some degree, and then I will show you in the same format that we have done in the past for each individual project what change -- how it has changed from last year's five-year plan in terms of the schedule and the cost and that type of thing.

Last year, we've talked about the rising costs of construction, rising costs of engineering services, and that type of thing in general. You're going to see some of that cost increases.

And -- but we have also done a pretty good job of refining the scope as we go. And in certain cases, some of the scopes that we've been able to

refine, reduce, so you're going to see some cost decreases along the way, too.

So the -- and as we -- as we go through it, I will not spend a -- an equal amount of time on each one of the slides, because some of them are pretty simplistic. But I do want to put out the interesting and important things that I want to make sure that the Oversight Board is aware of as we go.

So this is -- again, it's very similar to what we've done in the past, ten groups of projects totaling 71.7 roughly million dollars for FY '23.

The first group of projects that we're going to talk about is our fiber projects. And the fiber projects are the projects that require -- we're essentially laying down a high-speed data network that -- that our equipment and -- equipment and processes and -- that require high speed data, high volume of data throughout our network, which includes our traffic signal system.

The philosophy with these network, these fiber is not so much to build fiber on every single street, every single intersection, but to build a network along the major roadways so that it creates a backbone of the system so that we can then facilitate projects on the major roadways, but it also make it easy so when there are other projects that are not necessarily on the major roadway in the future, they can easily connect to it and -- and -- and -- and -- and continue to expand the system as we grow rather than to do it all at once on -- across every single roadway in -- in the -- in the network.

So the first couple projects are very good examples of some of the things I've already mentioned of F7 -- just to highlight Copans Road fiber optic. The project has actually moved up a little bit from last year in the five-year plan to this year. We actually moved it up a year.

And the reason we moved it up a year is is that it also kind of goes into some of the approach that we have done with our technology projects.

We work very closely with FDOT on a lot of these technology projects. They fund their projects on a lot of state roads. We do it on our County roads. And wherever it's possible, we want to take advantage of each other's work so that we don't duplicate work.

And in this case, they have constructed fiber optic cables on State Road 7 and then also -- and then also along the east side of the County on -- on I-95. They finished it.

It allows us to put in this Copans Road connection that ties in the two - - that ties in the two cables that they have already done, and really creates a network that benefits both the Broward County and then also FDOT.

So we moved up the project schedule a little bit.

It's a relatively small project. It's the designing of the system.

The costs have increased from what we anticipated last year. And most of that increases falls along two reasons. We -- as we continue to refine the scope, Copans Road, older road, very busy area there, and there's more field equipment that needs to be replaced than we originally estimated

than -- you know, along the way.

And then also we also updated the cost to the current condition going forth into the next year.

This is some of the cost increases that everybody is seeing across the board, and then especially in some of these higher tech -- technology using, you know, these essentially same glass tubes that being -- require a strict manufacturing effort and that type of thing.

So the design effort is going to be, you know, much more along that way.

So the design cost is -- that we're requesting for this project is 260,000 for design. And that's the very -- on the -- on your right-hand side of the slide, the very last item that you see there.

Now, the next project is just a good -- good example of that is is on Cypress Creek Boulevard. A very similar type of situation. No change in the date from last year.

And we actually, in terms of refining the scope, doing the field survey, we actually were able to identify that it doesn't -- it's not going to take us as much to construct this as we had originally anticipated.

So there's some -- there's some cost decrease along the way as part of this project.

So we're asking for 1.73 million dollars for construction of this project, and rather than what we originally anticipated was -- was -- which was a little

142

over 1.85.

So just with these two projects, you can see some of the work that we have done in terms of refining the scope, bringing in -- bringing the cost up to speed and -- and so forth.

Next project, F11, fiber optic along the I-95. We believe we found a good way to design and construct this project in an area that's really free of utilities, and that allows us to bring a fiber optic cable out to the west, in the Weston area.

So savings again, that -- you know, that we can anticipate for this project.

Next one, Pine Island Road. Again, continuation of some of the -- oh. Sorry about that.

MS. WILLIAMS-WILSON: I know you're excited.

MR. HUI: Yeah, no, no, no. I -- I got two things I'm trying to flip, here so.

MS. CASSINI: Do you want somebody to advance it for you?

MR. HUI: Yeah, if you don't mind. That would be great.

MS. CASSINI: Okay.

MR. HUI: Again, sorry about that. I -- would you guys like me to go back and repeat some of that stuff?

MS. PENNANT: No.

MR. COOLMAN: No.

MR. HUI: Okay.

MS. PENNANT: We're following along.

MR. HUI: Okay. My apologies. Okay. So --

MR. COOLMAN: Tony, I do have one question. I'm just noticing that some of these --

MS. CASSINI: Mic.

MS. WALLACE: Your mic.

MR. COOLMAN: Oh. Tony, I have one question. I'm just noticing that some of these red items --

MR. HUI: Uh-huh.

MR. COOLMAN: -- are updated to design, and it says cost estimate updated to current market conditions --

MR. HUI: Uh-huh.

MR. COOLMAN: -- which means we're paying more for the design.

To me, I don't understand -- I don't understand why design --

MR. HUI: Just --

MR. COOLMAN: -- is costing more.

MR. HUI: -- yeah. Let -- let me -- let me give you an example. Part of our design is -- is that we go out and we do a -- a lot of field work. Just to give you a -- one example is is that on some of the field boring work that we need to do, that's part of our design effort. We'll go --

MR. COOLMAN: Okay. So it's more than sitting there in the office and



doing --

MR. HUI: Yeah. And --

MR. COOLMAN: Okay. That --

MR. HUI: -- right.

MR. COOLMAN: -- that --

MR. HUI: Right.

MR. COOLMAN: -- go ahead.

MR. HUI: Yeah.

MR. COOLMAN: I understand.

MR. HUI: It's -- that design effort's --

MR. COOLMAN: It's really field work that -- related to the design.

MR. HUI: Exactly.

MR. COOLMAN: Okay.

MR. HUI: Exactly. And then, but realistically, too, I think part of it, a smaller part of it, too, is is that salary do, you know, increases along the way, and that type of thing.

But the big part of it is that field work and that type of thing that we need as part of the design.

MR. COOLMAN: Well, hopefully --

MR. HUI: So --

MR. COOLMAN: -- that'll save us on the construction end.

MR. HUI: What's that?

MR. COOLMAN: Hopefully that good design will save us on the construction end.

MR. HUI: Well, we do a pretty good job with our --

MR. COOLMAN: Yeah.

MR. HUI: -- design effort. And we -- you know, just our staff do a pretty good job in terms of checking the designs and so forth.

So, yes, and -- and that is the hope. Uh-huh.

MR. COOLMAN: Okay.

MR. HUI: Yeah. Uh-huh.

So similar type of thing on project F12, a slight increase in terms of the design cost, along the same vein that we've talked about.

F13, Wiles Road fiber optic. And this is one project that is going to result in a couple hundred dollar -- a couple hundred thousand dollars in reduction in terms of construction costs because we're able to take advantage of some of the equipment that has already been installed in the field from a gas tax project that we recently completed.

So, again, we continue to refine the scope as we go, and -- and wherever we can, we take advantages of facilities that are available to us to reduce and optimize the cost as much as possible.

F15, Pine Island Road along -- from Atlantic Boulevard to Palm -- from Royal Palm Avenue. Increasing costs along the same way that -- you know, that -- that we have mentioned.

F17, very similar type of situation and increase in the cost of 200,000 for design increase from what we have done before for the same reasons.

F18, this is actually a project that we're working very closely together with FDOT on, and they're going to be constructing it. We're going to be providing the funding to them for this project.

And it's actually going to build out our fiber network on the northeast side of the County by quite a bit, so.

Project F104, no change in schedule. And update in cost, 1.73 for construction.

So the next group of projects that we're going to be talking about are our adaptive signal control projects. And our adaptive signal control projects, on the projects that -- it's a innovative technology. We have one segment roadway that is current operational in the County, in the southern part of the County.

And -- and what it utilizes is -- is instead of timing patterns based on time of day and so forth is is it actually utilize real time data, real time traffic data to -- to adjust the traffic signal during the key parts of -- during the key parts of the -- during the key parts of the peak hours when there's more -- more vehicles in the roadway, adapted, adjusted on a real time basis to smooth out some of the peaks and -- and in terms of the over traffic conditions that we have.

And, again, in these type of projects, we also work, again, very closely

147

with FDOT on it. In many of these projects that you're going to see, we -- we have -- actually have FDOT working on at least part of the project and installing part of the project, or, in some cases, the entire project, because it happens to overlap some of the work they're doing. So we want to be able to take advantage of some of the cost savings associated with doing projects together.

A -- A05 is such one example. FDOT, the project, as it runs from -- on State Road 7 from Palm Beach County all the way down to Atlantic, FDOT is actually going to be doing the northern portion of it. They're going to be doing it from Sample all the way up to Hillsboro Boulevard up closer to the County line.

We're going to have a project that do the remaining portion of it, because FDOT's not involved with that.

So there's a -- there's a cost increase associated with the project, and we're requesting 3.83 million dollars for construction of this project.

A07, again, it's a -- again, it's a cooperative project -- excuse me, A06. It's a cooperative project with FDOT. They are doing a portion of it and we're also doing a portion of it.

And there's an increase in cost for the construction.

Many of these technology projects do face the problem, you know, the chip shortage and just the over cost increases that we're seeing across the market as a whole.

A06 is the next one. Commercial Boulevard. And it's -- once again, it's a -- it's a project that we're working together in association with FDOT on. And they're doing the bulk of this project, and, again, taking advantage of the efficiency in doing construction together.

2.39 million dollars for construction.

A09 is the next project, Sunrise Boulevard/Panther Parkway area. This project actually has a slight -- this project is -- we're requesting funding for design, and we're actually decreasing our request for funding because when we did some of the preliminary work out there, we found that we actually don't need to extend the system on a portion of the roadway as much as we thought it was.

So we are able to reduce a couple of the intersections, and we're taking advantage of it.

And that results in a decrease in our cost request from what it was in our previous five-year plan.

Sheridan Street signal. The -- it's no change in the cost -- no change in the schedule or in time -- excuse me. No change in the schedule or the cost for this project.

We're requesting \$250,000 for design.

Flamingo Road, A16, Flamingo Road/Red Road. We have moved ahead the project by about two years from what we have originally planned.

And the reason for that is just that we want to align it with another

149

project that we have gone -- we have going on on Miramar Parkway, which is currently in design, so we can -- it -- we have the capability of doing it, and there's no reason to maintain the current schedule, and we can actually move it up and start to take advantage of some of the benefits that we gain from it.

And very minor change in cost, which is a slight reduction.

We're requesting \$590,000 for design.

The next group of projects are our intersection projects. These are projects that generally involve with improving intersections one way or in -- in multiple different ways. Adding turn lanes, adding left turn lanes, adding right turn lanes. It helps to create or eliminate certain bottlenecks in our network, in our intersection.

So this one is on Nob Hill Road. It's actually similar to another project that we've got going on right now on Flamingo.

What it will do is is that it will install a crossing, roadway crossing, and -- a signalized crossing, and it's going to help and increase safety along that roadway.

It is a minor cost increase in design, \$190,000 for design.

Pembroke Road is I-37, which is the next project. It is actually a large intersection in Palm Avenue and Nob Hill Road.

We -- we -- we -- it's one of those large intersections. We're going to be doing a traffic study as the first step of this project. There are -- we -- we

150

think there are multiple options that are available for this intersection. It's a -- it's a busy intersection, large intersection.

And, depending on the method, there may be different ways of approaching -- approach to it. We got -- we heard some ideas, or we have -- we have developed some ideas as we've gone on so far.

And whether we can implement some of these ideas is going to result -- is going to be based on the traffic study that we do.

It is also going to be based on a -- a better definition of what right of way we actually have available.

We -- what we have done in this case is is that -- because in this one, we're a little bit uncertain on what improvements that we're going to make, we just want to -- we just want to maintain the most basic improvement at the moment.

And so we have actually reduced our request for funding for this project.

If there is some -- if the right of ways do work out in the future in -- and there's different alternatives that would require additional design, we may come back to the Oversight Board at some point to ask for an increase in cost.

But we do want to be the most realistic at the moment, and the most realistic at the moment is a request for \$670,000 for the design of this intersection improvement project, which includes the traffic study that I

mentioned earlier.

Sunrise Boulevard at Andrews Ave. And this is the one I want to spend a little bit of time on. It's -- it's -- it -- it actually probably should have been labeled Andrews Avenue at Sunrise rather than Sunrise at Andrews.

And the reason for that is is that what you will note is is in this project itself is -- our plan is to install the right-turn southbound lane from Andrews -- from Sunrise onto Andrews.

But what you see here is is that on the -- on the description of the project, it actually states that Project B37, M55, M56, B37, B40, D11, I71, and Z82 are going to be implemented together.

And that's the interesting part I want to make sure that -- that you guys are aware of.

All of these projects are located on Andrews Avenue between Sunrise and Oakland Park Boulevard. We have had comments, we have had feedback from the community about that stretch, that section of the roadway, and they want to see something in terms of improving the safety conditions and so forth.

So what these projects are, the B's are the pavement resurfacing projects. The M55 and M56, they are mast arm conversion projects. There's a D11, which is a drainage project. And then -- and then the Z82 is a school zone project.

So when we took a look at it, having the feedback from the



community, it makes sense to take a look at implementing all these projects together at the same time.

So we moved some of these projects in together from -- into this year to start design. And that's why you see the design phase start as being 2023.

FY '22-26, last year's plan, it was not in our last year's plan, but it was -- but it's part of the original surtax projects.

So we're moving them together and we're starting the design of them together.

And I think this will be a good way for -- to -- to -- to implement these type of projects where we can take advantage of multiple projects, doing it at the same time, so that we minimize impact to the community.

So I wanted to point that out to you.

We're going to come to and we're going to talk about -- you're going to see individual slides for each one of these projects that are listed here, but I probably won't mention too much -- spend too much time on them.

But because this is the -- this is the reason that -- you know, that we're doing it together.

The next one is I103, which is the intersection evaluation study Group 1 projects.

And the intersection evaluation study is ongoing. It's going on right now.

We're anticipating that there will be some first out projects from that study that we want to be able to implement as quickly as possible.

We don't know exactly what this project is going to entail yet at the moment, but we want to set aside some amount of funding to begin the design of it as soon as the results of this study -- that the first -- first out results of the studies become available.

And we're anticipating that with -- at the time -- this time that we're thinking about it is that it makes -- it probably would make sense to structure a project that's about \$10,000,000 in construction costs.

And so we have set aside and we're requesting about 1.4 million dollars for design. Again, don't know exactly where it's going to be yet, but we want to set aside the money to allow us to move ahead as quickly as possible next year when -- when some of the results become available.

MR. COOLMAN: Tony, how do the -- how do the costs get down to 10,000,000, it -- it looks like, or at 10,000,000? Because your other design costs was based on maybe a construction budget. I don't know.

MR. HUI: Yeah. Yeah, Uh-huh.

MR. COOLMAN: So the -- is it 10,000,000 less than what it was before?

MR. HUI: It -- it is, yeah. It -- it is. We -- we thought that -- but the more we took a look -- took a look at it is that with what we anticipate the -- the results to be, 10,000,000 is a good round number to set aside and -- to

set aside some --

MR. COOLMAN: Okay.

MR. HUI: -- money for.

MR. COOLMAN: Now, are these --

MR. HUI: That's what it really is.

MR. COOLMAN: -- design fees --

MR. HUI: Uh-huh.

MR. COOLMAN: -- internal?

MR. HUI: No, these are consultant design fees.

MR. COOLMAN: Okay. All right. Thank you.

MR. HUI: Yeah. Uh-huh. Yep.

The next project is M06, Lyons Road -- oh, excuse me.

The next group of projects are the -- the mast arm projects. And the mast arm projects are projects that we -- we've been doing for a couple years now. And it's essentially is to convert span wire mast arms -- excuse me -- span wire signals, which is concrete poles with the hanging wire that holds up our signals, converting them to mast arms.

And the primary purpose of these mast arm projects is to harden our system for hurricane and emergency type situation.

It takes a much less time to recover from a hurricane with a mast arm intersection than a span wire type intersection.

So this is a M06, Lyons Road. Slight increase in construction cost that

155

we're asking. Just a little over \$1,000,000 for construction for -- of this project.

Not much different on the next project, which is M07. Polk Street and North 34<sup>th</sup> Avenue in Hollywood.

Slight increase in the construction cost. It's a smaller intersection that than previous one, so the construction is -- is less. Uh-huh.

M10, Rock Island Road. Slight increase in cost for design. \$160,000 for design.

M13 is Northeast 3<sup>rd</sup> Avenue. We anticipate -- we're anticipate working together with FEC on making improvements for this intersection.

And it's about 1.15 million dollars.

M20, the next project, Palm Avenue. And slight increase in the design cost of \$160,000.

M24 is Nob Hill, and --

MR. COOLMAN: Tony, I have a question. I'm sorry to interrupt.

MR. HUI: Sure.

MR. COOLMAN: Why does it say to mast arm support conversion may include? In other words, why is the word may in there?

MR. HUI: Oh, I -- I -- I'm sorry. Okay. So the -- the mast -- the conversion may include mast arm foundations, poles and arms, updated signals and equipment, ADA upgrades, milling and resurfacing, signing and pavement marking.

The may references all of those things. It -- because it --

MR. COOLMAN: Why does it -- why is the word even may in there is my question.

MR. HUI: Because some of it you don't -- some -- some of the --

MR. COOLMAN: Oh, some --

MR. HUI: -- intersections, you don't need it.

MR. COOLMAN: Okay. Okay.

MR. HUI: Yeah. Uh-huh.

MR. COOLMAN: All right. All right.

MR. HUI: Yeah. Uh-huh. It's -- it -- some -- in some of the intersections, as an example, it's already up to ADA conditions. And so in some of them they're not, so --

MR. COOLMAN: Okay. Okay.

MR. HUI: Right.

MR. COOLMAN: Thank you.

MR. HUI: Sure. Uh-huh.

So I think I went past M20. Uh-huh. Okay. M24.

MS. WILLIAMS-WILSON: Uh-huh.

MR. HUI: I can't even read the numbers.

MS. WILLIAMS-WILSON: I got you.

MR. HUI: Thank you.

MS. WILLIAMS-WILSON: You're welcome.

MR. HUI: So it's M55 is the next one, Andrews at -- at 13 Street.

Now this is -- again, is one of the group of projects that I mentioned -- that I mentioned earlier. Uh-huh.

I'm messing you up, so my --

MS. WILLIAMS-WILSON: No, it's okay.

MR. HUI: Okay. So M56 is also another one of that group of projects that -- that I mentioned earlier.

Now, the next three projects that -- or the next group of projects, and in particular the next three projects that I'm going to talk about are drainage projects.

And what you will see on those is higher cost increases than what you have seen so far.

And there's really three reasons that's associated with it.

These -- these projects -- I'm going to jump ahead a little bit, but just -- you know, just -- just so you know is that D04 is -- I'm talking about D04 is Northeast 6 Street, D06, the next one, is Northeast 21<sup>st</sup> Avenue, and then D10, the next one, is Andrews Avenue. All of them are on the east side of the -- the east side of the County. Older neighborhoods.

And what we have noticed in the last couple years is in -- in that section, the -- the east side of the County, is that we have just experienced a lot more flooding than we have seen historically in the past.

I think there's a couple reasons for that.

One is -- is that our system has been in place for quite some time. They continue to age. And many of them are corrugated metal pipes that, for whatever reason, were used as the construction materials years ago when -- you know, when -- when -- when they did it.

And we would typically use concrete pipes and so forth, you know, as our normal course of construction material at this point in time.

So they have continued to age.

But -- but we -- I -- we're -- we're also seeing some of the -- the effect from a rising water level and climate change and in the additional amount of rain that we have had starting to see over the years.

The flooding conditions definitely have gotten worse over the last couple years.

And the piping material and one big part of this is is that a lot of these piping are underground. You can't see them until you get into them. You don't -- you can take -- you -- you -- we can do tests on -- you know, spot tests on them to try to get a better handle on them as we go, but we really don't know what we get into until we get into the actual design, when we do that actual TV video -- videotape of the pipelines and so forth.

So for these next three type of projects, what we've been really seeing is is that the piping condition is much worse than we originally anticipated. Many -- much of -- a lot of them have to be replaced in -- in the entirety, rather than spot repair, which is what we anticipated.

Because of the higher amount of -- because of the sea level rises and the higher amount of precipitation that we have seen along the way, even if we were to replace the system that we have now, we're finding it through our design is is that that's no longer adequate, and we really have to put in a parallel system, you know, right next to it on the roadway in order to be able to adequately handle the drainage on -- on the road themselves.

So what these three next -- what these three projects that you see is is that the cost, as we've gotten into the design and as -- as we have figured out and identified these efficiencies in the systems and then also the design conditions is is that we need this parallel system. We need this replacement of the existing system almost in their entirety.

So the cost you see here is significantly higher than what they -- what we had previous -- previously anticipated.

MR. COOLMAN: Tony, are --

MR. HUI: Mr. Coolman.

MR. COOLMAN: -- these three anomalies going to come up somewhere else --

MR. HUI: Yeah, I think so.

MR. COOLMAN: -- in the County?

MR. HUI: I think so. But we don't know exactly how much and how bad they're going to be until we get into the individual ones.

I think that -- I -- I think what I would anticipate is is that those three



conditions will -- will persist as we go into other drainage projects.

The degree of severity is going to be different, you know, the -- could be different, depending on, you know, when we do the actual design calculations and we do the actual design evaluations and so forth.

But, yes, it -- it's -- those are some of the things that we're -- you know, that -- that we're going to -- to see, especially -- like I said, especially on the east side of the County where it's older neighborhoods that systems have been in place, you know, for a bit of time.

MR. COOLMAN: Anthea?

MS. PENNANT: Yes, Mr. Chair.

Yeah, I was kind of shocked when I saw --

MR. HUI: Yeah. Uh-huh.

MS. PENNANT: -- that --

MR. HUI: Uh-huh.

MS. PENNANT: -- price tag.

MR. HUI: Right.

MS. PENNANT: It's really significant. And you kind of alluded to it a little bit, that you are planning for future flooding, right? Because no point in doing all of this and investing --

MR. HUI: Yeah. Uh-huh.

MS. PENNANT: -- when, in five years, ten years --

MR. HUI: Right.

MS. PENNANT: -- from now --

MR. HUI: Uh-huh.

MS. PENNANT: -- we see that --

MR. HUI: Yeah.

MS. PENNANT: -- the flooding situation -- so you're -- you're calculating for that?

MR. HUI: Yeah. We -- we're definitely taking that -- the latest knowledge in terms of sea level rises and precipitation and that type of thing into account because --

MS. PENNANT: Right.

MR. HUI: -- because you're absolutely right. You don't want to design for today.

MS. PENNANT: No.

MR. HUI: You want to be able to anticipate that, you know, ten, 15 years from now, that you're --

MS. PENNANT: Uh-huh.

MR. HUI: -- still going to, you know, be able to --

MS. PENNANT: Yeah.

MR. HUI: -- adequately handle the -- you know, the situation.

MS. PENNANT: Exactly. And then I was wondering whether or not there is any allowances through the federal infrastructure bill or any environmental partner --

MR. HUI: Yeah.

MS. PENNANT: -- that --

MR. HUI: Uh-huh.

MS. PENNANT: -- you could collaborate with --

MR. HUI: Uh-huh.

MS. PENNANT: -- to tighten their dollars to support --

MR. HUI: Yeah.

MS. PENNANT: -- this.

MR. HUI: And -- and I think those are very good -- that -- that's an excellent question, because I think one of the things that, you know, we want to do -- and I -- actually, one of the things that we've done is is that I mentioned earlier the -- and -- and we've talked about it in the past, is the Broadview Park green infrastructure grant that we've got, that it's -- we're essentially getting \$16,000,000 for that grant against our \$5,000,000 leveraging that we're going to be putting in.

That project is an entire -- is -- in its entirety, takes care of some of these issues in that neighborhood.

And so what we're --

MS. PENNANT: Uh-huh.

MR. HUI: -- going to continue to do is we're going to continue, especially with, you know, the new funding that's -- from the federal government that's going to be available for the next couple years is we're

going to continue to identify those -- you know, those grants that are going to be available, and we're going to identify those areas that -- you know, that we can -- so maybe it's not 50/50 on a project, but it's hopefully get the -- you know, get the funding for, you know, different areas of it while the surtax concentrate on, you know, certain areas.

But your point is well taken, and I think we definitely want to be able to leverage that, and we definitely want to be an active -- or we will be an active participant --

MS. PENNANT: Yeah.

MR. HUI: -- in terms of obtaining any funding.

MS. PENNANT: Yeah.

MR. HUI: Yeah. Uh-huh.

So it -- it's -- it's a similar type of situation for B4, B6, and D10. D11, and then also E11 is another drainage project on a different location on Andrews Avenue that we're going to be doing as part of that group of projects that I mentioned.

The next group of projects are the school zone improvement projects. And the -- what we do with these projects is we do a -- we work together with the School Board on it. We -- there's a list of schools that we work with.

The -- I mentioned before, this is a group of projects that we probably won't see an end to them because conditions -- things -- traffic condition continue to change, patterns in school continue to change. So we'll --

probably we'll have a good list of school going forward in a -- you know, in -- in -- going forth in the -- into the foreseeable future.

Before we take -- before we do any one of these projects, we do a traffic study, we do a study of the traffic, and then also the pedestrian, meaning school children, walking patterns at each one of the school, identifying what the actual -- what -- what the improvements are needed, and, if they're needed, where are they needed.

And if the existing school zone flasher system is fine, we don't do anything. And if there are things needs to be done, then we obviously go ahead and -- and -- and -- and to them and bring them up to the current standards.

These are the construction for projects that are currently under design.

And the next group of the school zone projects are the schools that we're going to start taking a look at and going forth and starting to do the design of them this coming year. Uh-huh.

Mr. Coolman, you look like you had a question.

MR. COOLMAN: Yeah. Are these -- what are these improvements in front of these schools?

MR. HUI: Where are the improvements?

MR. COOLMAN: What are they.

MS. CASSINI: What.

MR. HUI: Oh, what. It's flash -- a lot of it is school flashers. Many of

165

them are ground mounted school flashers along the way.

There's pavement marking. There is signage in the appropriate places, and, you know, so forth.

MR. COOLMAN: Okay.

MR. HUI: Uh-huh.

MR. COOLMAN: Thank you.

MR. HUI: The next project is Z82, and it is actually an additional school zone project that we're doing it as part of the group on Andrews Avenue that I mentioned earlier.

MS. PENNANT: Who -- who -- excuse me, Mr. Chair.

Who makes the decision as to which school zone gets this attention.

Is it the city --

MR. HUI: Okay.

MS. PENNANT: -- that's --

MR. HUI: No --

MS. PENNANT: -- coming forward or --

MR. HUI: -- it's -- well -- well, it's -- it's a combination of input. What we do is is that we -- we originally started out with a list of schools that we received input from the School Board staff on.

And -- but depending on if there are specific issues that they have identified, we sometimes -- you know, it's -- if there's an -- you know, an -- a crash or an accident in schools that are of specific concern, in working

together with the School Board and -- you know, and so forth, we do -- you know, we -- we do move some up, you know, just because if there's a more urgent situation that we do it.

But we -- we -- we do it in conjunction with School Board staff. And then we also -- when we do these projects, we do them in conjunction with the -- the local principals of the schools. We keep them up to date and we advise them on what we're doing, and then also the results and so forth.

Because a lot of it is -- in terms of these school zones, it's is that you really need to work pretty closely together with the school itself. And -- and many times, in addition to the school zones creating a safe condition, what part of it involves, too, is the way internal to the school, how they do the pickups and what they have for storage and that type of thing plays a part in it.

So we -- we -- we definitely work pretty closely with each individual school officials, you know, as part of what --

MS. PENNANT: I was just -- I was just surprised that I didn't see anything for the City of Lauderhill, Lauderdale Lakes, North Lauderdale, some of those cities that I know --

MR. HUI: We've been working through a list.

MS. PENNANT: Okay.

MR. HUI: This is not -- I -- if there's any specific school you have in mind, we'll be happy to take a look at them.

But -- but it is a list, and we have been working off of the list for, you know, a number of years.

And so the fact that they are not on that list doesn't -- doesn't mean that we haven't paid attention to them.

MS. PENNANT: Uh-huh.

MR. HUI: It just means that they could have been, you know, something that we've done before or it's something --

MS. PENNANT: Okay.

MR. HUI: -- that's a little bit lower on the list that we will -- you know, we'll definitely get to.

MS. PENNANT: Okay. I just want to make sure we're sharing the wealth.

MR. HUI: Yeah, no, no. I think -- and I think that's why it's important for us to work together with the -- with the school district staff on it, too, is that -- because they have a lot more detail, you know, knowledge of our overall system than we do, too.

MS. PENNANT: Thank you.

MR. HUI: Uh-huh. The -- the next project is -- is a bridge project, is a -- Bridge 01 is the 4<sup>th</sup>/7<sup>th</sup> Avenue bridge project.

And this is a -- this is one of the three bascule bridges that the County has. Bascule meaning moveable bridges. And involves a lot of -- it's -- it's an aged bridge, and there's a lot of mechanical equipment and electrical



equipment along the way that needs to be replaced.

And we're requesting 2.4 million dollars for design for this bridge.

The next one is something that I want to bring to your attention just for interest on this project is -- is Bridge 07. It's Sheridan Bridge. And this is the -- and -- and this is the bridge on Sheridan Street that crosses over the Turnpike.

And it is one of the older bridge -- it is one of the older bridges in our system.

And right now, the bridge is 14 feet and nine inches high. And it's one of the lowest bridges that we have in our system. Many bridges are actually higher than that. But at the time that it was constructed, many -- whenever it was, that was the -- I'm sure that was the standard at that -- you know, at that point in time.

The issue with this bridge is is that over -- periodically, over the years, because this is lower than the other bridges along our freeways and so forth, they've been getting hit periodically. Trucks that -- carrying equipment that are higher than -- you know, than they should be, have hit it.

What you see in the pictures here is pictures from the most recent -- not -- actually, not the most recent. The last major hit that we got. And you can see some of the damage that has been done to the bridge itself. You can see the concrete that has been struck, and -- and some of the rebar that has been, you know, exposed and so forth.

169

Whenever this happens, we work in conjunction with FDOT, go out and inspect it. We identify the methods and improvements that needs to be make to repair them.

And, in fact, these pictures that you show -- that you see here is a recent bridge strike that we're planning on going, and we have scheduled and line everybody up to go out and start repaired on the 28<sup>th</sup> of this month.

Now, I hesitated a moment ago about this being the most recent. And the reason I hesitated was because we got hit again yesterday. And the -- the -- the good -- the only good thing about the yesterday's situation was that what hit it was a vehicle that was on a -- you know, one of those vehicle carriers. So the -- so the vehicle got damaged, but not so much the -- not so much the bridge.

So -- but -- but the -- the unfortunate thing about it is is that this has been happening, for some reason, more frequently over the last couple years.

And FDOT is planning -- I think the Turnpike Enterprise, FDOT, is planning on expanding the Turnpike and actually replacing this bridge, but they -- but there are certain issues associated with the design and so forth. And -- and the replacement is -- is going to be much further out than we originally anticipated.

MR. COOLMAN: Well, that leads me into why doesn't someone put some flashing lights on this bridge and a big sign that says 14 feet nine

inches, check your -- look, because to me, I -- it needs to be replaced. I understand why. It's a --

MR. HUI: Uh-huh.

MR. COOLMAN: -- it's the short one. But --

MR. HUI: Yeah.

MR. COOLMAN: -- it would seem, if you're going to go out there and fix it --

MR. HUI: Uh-huh.

MR. COOLMAN: -- shortly --

MR. HUI: Uh-huh.

MR. COOLMAN: -- why don't you fix it with some lights that --

MR. HUI: Yeah.

MR. COOLMAN: -- bring attention to the height of this thing?

MR. HUI: And -- and you -- you -- you've got an excellent point. And I think FDOT heard you, because what they're going --

(Laughter.)

MR. HUI: -- to be doing is is that they're going to be -- in -- in conjunction with some of this work that we're doing, they're going to be installing an early warning system --

MR. COOLMAN: Okay.

MR. HUI: -- you know, along the way. So very good point.

MR. COOLMAN: A few years too late, but at least --

MR. HUI: And I think that some of the issues that they have is that it's difficult for them to control who gets on. And even if they put on the early warning system, it's -- they're not going to be able to stop someone that really have these over height, you know, type equipment and over height vehicles.

And -- and -- because there's no diversion, there's no -- you don't hit a bar --

MR. COOLMAN: Well, Tony, I've been in situations where about a hundred yards before the bridge, the guy has to drive under a -- a piece of pipe --

MR. HUI: Uh-huh.

MR. COOLMAN: -- that's the height of the bridge. Guess what? If he hits that, he'll stop --

MR. HUI: Yeah.

MR. COOLMAN: -- before he gets to the bridge.

MR. HUI: Well, it's --

MR. COOLMAN: There are ways --

MR. HUI: Uh-huh.

MR. COOLMAN: -- that have been doing it for -- get a tree limb. I don't care, but --

MR. HUI: Yeah.

MR. COOLMAN: -- there are ways. So --

MR. HUI: Yeah. Well, like I said, FDOT, you know, is -- is on the same vein as you, and have --

MR. COOLMAN: Okay.

MR. HUI: -- so they're going to be installing an early warning system along the way, you know, as part of what we do, you know, to -- to raise the bridge until a permanent solution can be determined, so.

MR. COOLMAN: Thank you.

MR. HUI: Yeah.

MR. SMITH: So this is -- this is -- it's 5.3 million dollars for an interim solution --

MR. HUI: It is.

MR. SMITH: -- for this.

MR. HUI: And -- and it's for -- what it looks like is that it's going to be an extended period of time until the bridge is replaced. We were -- realistically, we were hoping that the replacement would come and we wouldn't have to spend that money.

But the issue and the concern with the potential damage and if -- if the -- if there are -- if -- if the bridge gets strike at the right point again, and it causes failure of the Sheridan Street Bridge and all the vehicles on top of it, and we just felt that there was a situation that it's -- you know, the liability and the concern for the public is just too great for us to ignore.

I think we're going to continue to have discussions with FDOT and

173

Turnpike to how to make this work better, and -- but we don't want to leave this as something that we, you know, ignore on the way.

So that's what it is. And you're right, there is that issue with -- you know, with that -- at a longer point in time, that the bridge is going to be replaced.

MS. PENNANT: It just seems so wasteful that we are going to invest this much money --

MR. HUI: Yeah. Uh-huh.

MS. PENNANT: -- only for a replacement.

MR. HUI: Yeah.

MS. PENNANT: What's the timeline? How long will that replacement last?

MR. HUI: We're -- we're talking about years down the road. It -- it's --

MS. PENNANT: I mean the temporary fix. How long will the temporary fix --

MR. HUI: Well, the -- the -- the temporary fix is going to be until when the bridge replacement is -- you know, actually gets designed and constructed. Do -- do when know when approximately that this is going to be some time in advance going forth in the future.

MR. TON: Yes. Hi. I'm Anh with Broward County Public Works. And --

MS. CASSINI: Turn that mic on. Thank you.

MR. TON: I'm sorry. My name is Anh with Broward County Public Works.

And the -- right now, the Turnpike widening project that will involve replacement of this bridge is on indefinite hold.

And the reason for that is the Turnpike and -- they desperately want to widen the Turnpike. This is the busiest section of all the Turnpike.

MS. PENNANT: Wow.

MR. TON: And it's three lane in each direction. But they're in the middle of dispute with a lot of utilities along the way, and in the tune of tens of millions of dollars.

So there is -- they don't have plans right -- they have plans, but because of this dispute, it -- their project is on hold.

We cannot replace the bridge, because we don't know what the final footprint is going to be.

The bridge, once we make the repair and raise it, is anticipated to last for a decade without the widening.

So we're actually -- you know, it's not actually in bad shape. I know it looks a lot worse than it is.

(Laughter.)

MS. PENNANT: It does.

MR. TON: But it's -- once we repair and raise it, it's going to last for a long time, until the Turnpike project comes along.

MS. PENNANT: Yeah. I'm just concerned, again -- I'm -- I'm driving my car and some truck comes by and there's debris that's flying that hits my car, and --

MR. TON: That's actually happened recently.

MS. PENNANT: It feels very scary.

MR. TON: Yeah. That's why we're asking for the money to raise it.

MS. PENNANT: Yeah.

MR. TON: And then we've been kind of reluctant to raise it because it's -- it's an older bridge, and it's a lot of money to raise the bridge.

But at this point, I -- I just don't know what choice we have.

MR. COOLMAN: It might be cheaper to just lower the road under it than it is -- I mean --

(Laughter.)

MR. COOLMAN: -- honest to God.

MR. TON: Well, actually, to -- to lower the road --

MR. COOLMAN: It'd only need a foot or so.

MR. TON: -- yeah, we -- we need to lower by 18 inches, and in order to do that, we're talking going about a mile back.

MR. COOLMAN: Yeah.

MR. TON: So --

MR. COOLMAN: How much does it cost to build a mile of road?

MR. TON: To lower the mile roadway, six lane on the Turnpike, we're



in the tens, in the twenties of millions of dollars.

MR. COOLMAN: How much?

MR. TON: Ten to \$20,000,000. I mean, that's --

MR. COOLMAN: Well, maybe we should ask --

MR. TON: -- that's a --

MR. COOLMAN: -- the Turnpike to lower their road in the meantime.

And then they won't have to build a higher bridge.

MR. TON: That's a good point, yeah.

MS. CASSINI: Mr. Chair --

MR. COOLMAN: Yeah.

MS. CASSINI: -- we do have Mr. Allen, he's raised his hand.

MR. COOLMAN: Pardon?

MS. CASSINI: Phil Allen has raised his hand to speak.

MR. COOLMAN: Hi, Phil.

MR. ALLEN: Hi. I'm concerned here. The -- this bridge does not meet their existing standards, so the liability for moving this -- or of the -- what's happening here rests with the State of Florida and the Turnpike Authority, not necessarily the Broward County.

My concern is if we go in there and do the work, are we increasing our liability exposure to that?

MR. TON: Mr. Allen, my name's Anh.

The bridge is actually owned and operated and maintained by

Broward County.

The vehicles that strike this bridge are vehicle traveling on the Turnpike, but the bridge itself is owned and operated and maintained by us.

MR. ALLEN: Oh, so the -- so the lower level is the Turnpike?

MR. TON: Yes.

MR. ALLEN: And the bridge is ours?

MR. TON: Yeah. Yes.

MR. COOLMAN: Even more reason to --

MR. ALLEN: Oh, okay.

MR. COOLMAN: -- lower the road.

MR. ALLEN: I understand now.

MS. CASSINI: Thank you, Mr. Chair.

Excuse me for just one second. I wanted to go back and respond to the question about the school safety zones.

So in our program, between 2019 and 2026, the current five-year plan's end, there are 71 school safety zone improvements that have either been completed or in design or planned for future construction.

And in a -- very quickly, so please, you know, know I just did this very fast, I'm seeing 29 school safety zones in traditionally disadvantaged communities.

MS. PENNANT: You are a rock star. Thank you.

(Laughter.)

MR. HUI: Thank you, Gretchen. Uh-huh.

Okay. So the next group of projects that we have are resurfacing and also -- that are primary resurfacing projects. And B37 is part of the group of projects that I mentioned earlier on Andrews Avenue.

So is the next one, B40, resurfacing and road improvements.

B102 is the next project. It's on Hillsboro Boulevard in the northern side of the County. It actually is going to be also worked in conjunction with another later project that you will see coming up in a lighting -- road lighting project that we have coming up.

But it is -- it will increase -- it will install roundabout pavement marking, repaving the road, and lighting and sidewalk and bike lanes all going to be included as part of this project.

And the -- and the construction of that is at -- it's 5.81 million dollars, which is less than what we originally anticipated. During design, we identified there's new -- there's less sidewalks and that type of thing that needs to be replaced, so it's a little cheaper than what we had anticipated.

Now, the next group of projects are lighting project. And for the next four lighting projects, they are in our Municipal Services Districts.

This -- the first one is in Boulevard Gardens. The next one is in Franklin Park, L06. And L07 is in Roosevelt Gardens. And L08 are in Washington Park.

They all have the same characteristics, and I'm going to describe

them together.

And what these projects are is is that currently, there are lighting in these neighborhoods. These lighting were installed many years ago when the neighborhoods were developed.

They no longer meet current standards for road safety standards, so they needed to be upgraded.

And the current lighting in any -- in all these neighborhoods are provided by FP and L. The County has an agreement with FP and L that a number of years ago they built a lighting network into the roadway and the County, for many years, have been paying FP and L to maintain and operate, and also for the construction cost that they have installed to the -- to the neighborhoods many years ago.

So when we are coming in and we're taking a look at bringing the lighting on these roadways to safe -- to the current safety standards, we really have two choices.

One of it is is that we can build -- we can just go in and build a brand new lighting system with new electrical system and so forth that would be a replicate of what FP and L currently has, because they already have some lighting -- they -- they already have a lighting system there right now.

The second option that we have is is that we continue to work with FP and L.

Because of the fact that they already have a lighting system, we can

add light to their lighting system and be able to minimize both the cost and then also interruption to the public.

So in -- so, of course, if we go with -- if we work with FP and L, they have a much lower initial investment in terms of construction cost, but, of course, the County would continue what we're doing right now, which is to pay for this new lighting along the way.

The new system that would be for us would have a higher initial investment, but we would still have to buy power from FP and L, so we would have to have some arrangements with them and -- you know, and so forth.

So, in any case, if we did a life cycle analysis between these two alternatives, and because of the fact that there is an existing system in place with these neighborhoods, we find -- we found -- our life cycle analysis determined that it's much less expensive for us to continue to work with FP and L, add lights to their existing electrical network to bring it up to the current roadway standards, and then to continue to pay them on, you know, the monthly basis.

And so, because of that, what you see here in the cost is that it is a big reduction in terms of the capital cost from what we originally anticipated, but the -- but the County would continue to pay for, you know, both the operations and also the maintenance and the cost recovery for FP and L along the way.

So these three neighborhoods all have the same characteristics.

They all -- we've done the life cycle -- life cycle analysis for all four of them. And we believe that this is the right way to go in terms of the best -- cheapest for the surtax funding and the County and then also less interruption to the neighborhood.

So that's the same situation for, as I mentioned, L05. We're looking at L06, L07, and then also L08.

MR. COOLMAN: Congratulations. Someone needs a bonus to figure that out.

(Laughter.)

MR. HUI: I would take it, but I'm not -- I don't deserve it.

L17 is the next project, Hiatus Road. No lighting on there. It's a little different situation. There's no existing lighting in place, so we're taking a little different approach on this project than the other ones.

L21, as I mentioned earlier, on Hillsboro Boulevard, is going to be implemented in conjunction with the repaving projects we talked about earlier. 1.19 for construction.

The next group of projects that we're going to describe to you are our S type projects, and these projects include road -- minor road -- more minor road drainage along the -- along the roadway, and also, at the same time that we're doing this road drainage work, we're also installing missing sidewalks in these -- in these neighborhoods, too.

And in -- in -- and for S0 -- for S05 is the Boulevard Gardens. We

182

have updated the cost for the additional drainage work, and then also for the current road conditions.

We're asking for 2.2 million dollars for construction.

MR. COOLMAN: Tony, can I ask a question?

MR. HUI: Sure.

MR. COOLMAN: So there you have a drainage problem --

MR. HUI: Uh-huh.

MR. COOLMAN: -- and as part of that, we're fixing the drainage, and we're also giving them some sidewalks, right?

MR. HUI: Yeah. Uh-huh.

MR. COOLMAN: So if I have a project that wants to build a sidewalk, but right now, under certain requirements, you can't, but if I have a drainage problem, I can fix the drainage and add the sidewalk.

MR. HUI: In applicable situations, that -- I think that that's the right way to go to be able to combine these improvements together.

It's -- it's certainly -- it -- it -- because --

MR. COOLMAN: Okay. And --

MR. HUI: -- you --

MR. COOLMAN: -- that's fine. Going further, if I have a situation where the roadway isn't lit, I can light the roadway and get a sidewalk.

You don't have to answer that. I just wanted to put my two cents in before our Friday discussion.

MR. SMITH: I was thinking -- I was thinking the same thing when I saw the lights, you know, just -- I don't know. It -- I mean, does it really enhance congestion? I mean, it's a road improvement.

MR. COOLMAN: Safety.

MR. SMITH: Safety.

MR. COOLMAN: Right.

MS. WALLACE: Lighting is street lighting, and it intended --

MR. COOLMAN: Yeah.

MS. WALLACE: -- it is intended to illuminate the roadway.

MR. HUI: Right. Uh-huh.

MS. WALLACE: So it is for the road. It is a road safety issue. That is a road improvement.

Roadway drainage is a road improvement.

And to the extent that you design sidewalk improvements along with road improvements like street lighting or roadway drainage, it can happen.

MR. COOLMAN: Keep going, Tony.

MR. HUI: Okay. Thank you. Uh-huh.

So that was S06. S07, similar type of conditions, but it's in the Washington Park neighborhood rather than Franklin Park.

And two point -- close to two point -- close to \$3,000,000 for construction.

F -- S13 is Flamingo Road. It's again drainage and missing sidewalks.

184



And a little bit less in terms of design cost.

S15 is another section of Flamingo Road.

So that -- that's a summary, a quick run through of all of the projects that we're asking money for.

The next sheet is just a quick summary sheet. As I mentioned earlier, there's some cost increases associated with it. There's some cost decreases associated with it. And then there are some that have no change along the way.

So any questions that -- other questions with regards to the projects that I mentioned?

MR. COOLMAN: Yes, this extra 11,000,000 is part of that 71 you're asking for?

MR. HUI: It all -- this is all inclusive of the 71 --

MR. COOLMAN: And so then --

MR. HUI: -- point 7.

MR. COOLMAN: -- that 71 included the --

MR. HUI: Yeah.

MR. COOLMAN: -- ups and downs.

MR. HUI: Uh-huh. Yeah. Uh-huh.

MR. COOLMAN: Okay. Thank you.

MR. HUI: Yeah.

MS. PENNANT: Yes, I was just thinking, I guess sidewalks speaks to

connectivity, right? Because if you live in a community where the roads are flooded and there is no sidewalk for you to walk to get to the bus --

MR. HUI: Right.

MS. PENNANT: -- that impacts connectivity.

MR. HUI: It -- it does provide connectivity, yes.

MS. PENNANT: Okay. All right.

MR. HUI: Uh-huh.

MS. PENNANT: So I just kind of want to clarify that.

And then the other thing I was curious about is -- and we spoke about this earlier, regarding the MAP goals.

I thought last year we had talked about including safety as one of the goals, or maybe the fundamental elements.

Is that not yet approved by the Commissioners or where would that fit?

Because we've been talking a lot about safety when we talk about the bus, the projects you're doing. But it's really not defined as one of the goals or fundamental elements.

Where would safety -- where is safety?

MS. CASSINI: We had the discussion. We actually had the discussion right after you all brought this up. And it was -- it was quite a while ago.

We have a -- we had a executive core surtax team that included the

County Administrator and all of the executives that interact with the surtax program.

And it was the decision of that group that safety is a fundamental component of everything that we do. It's not focused specific to the surtax. It's -- you know, whether it's a gas tax or General Funded project or grant funded project or whatever it happens to be, you know, as a -- as an organization that is focused on the public and whose -- one of -- one of our primary responsibilities as a public service entity is the public's safety, that calling it out as an element of the surtax as if it isn't an element of everything that we do was something that, at that time, the group was not particularly --

MS. PENNANT: In favor.

MS. CASSINI: -- fond of, yes.

MS. PENNANT: Well, I would think that when you look at the three fundamental elements, transparency, accountability, and resiliency, that's all a part of the public structure as well. So -- but we're calling it out.

And I really think that it's important for us to call out safety, because we're talking about moving people.

And when it's not stipulated, we don't measure it. It's like if you're -- if you're not measuring it, who cares about it.

And so I really want us to revisit that. I don't know what my fellow board members, how they feel about it, but if we're calling out transparency and accountability and the other things, I think it's just as important for us to

187

call out safety, because it -- it transcends every element of what we're doing when it comes to transportation.

MR. COOLMAN: I would second that, and I thought safety was part of our goals from the beginning, four -- four years ago. I agree with you.

MS. PENNANT: Yeah. Did you hear that? I don't know if your mic is on.

So I don't know how we go ahead with -- to revisit that. Because we had a brilliant presentation made about safety, and I think we all agreed at the time that safety was a component for us to -- one of the KPIs, one of the things we wanted to track, you know, how we're doing as a County.

So any suggestions on how we revisit that to make sure that becomes a big part of our --

MS. CASSINI: So I --

MS. PENNANT: -- fundamentals?

MS. CASSINI: -- I will happily revisit that with the new administration.

And I do think it's important to point out that we are in development of a joint application with the Broward MPO -- many of the people in this room are involved in that effort -- for a Safe Streets for All. It's a safety plan. It's a comprehensive, multidimensional plan, action plan, that has to be created in a community.

When the federal government accepts that plan, you can move forward into seeking implementation funding. There's significant funds

available, discretionary dollars available right now. I think almost a billion dollars' worth that the municipalities and County agencies could apply for around safety.

So it is definitely the right time to have a conversation about how we want to communicate the commitment of the various agencies that participate in the surtax to safety.

And so I'm happy to bring that request back.

You're also certainly -- if you all want to talk about it tomorrow, if you want to include it in your --

MS. WALLACE: Friday.

MS. CASSINI: -- I'm sorry. Friday. Friday -- in your transmittal memo along with all of the other actions that you all take on '23 and the five-year plan, that's certainly another option as well.

MS. PENNANT: Right. And -- and, you know, Alan, you missed this little part of the discussion.

You know, throughout our conversation today, we've heard elements of safety coming up, and, as I'm looking at the MAP goals and the MAP fundamental elements, safety is not -- it's not indicated as one of our -- our objectives.

And so Gretchen was reporting that there is this other entity, and I'm -- I forgot the name of the group -- that they kind of felt that it is embedded in the governance of the County in general, safety is.

But I -- you know, I -- I -- I talked about the fact that transparency and accountability all are part of the governance of the County.

And so that we want to have safety listed as one of those factors.

MR. HOOPER: Yeah.

MS. PENNANT: We had that great presentation and I -- I really feel that we were going to have it.

So Gretchen is saying she will happily do it.

I wanted him to be brought up to speed.

MR. HOOPER: And -- and I know that any time the -- the transit and traffic and engineers design something, safety is first and foremost. I know that for a fact from building stuff that they've reviewed.

But definitely, if you want -- if -- we should add that as a criteria to our objectives as it relates to this board and the surtax. I agree with you.

MS. PENNANT: And it's -- and it's obvious that safety's a consideration, because everybody has mentioned it at some point today.

But I -- I just think, as an independent oversight entity advocating for the public, that we should have a voice on safety.

And that's -- I'm done.

MR. HOOPER: I'm glad you did that.

MS. PENNANT: Yeah, I am too.

MR. HOOPER: Where are we?

MS. CASSINI: Thank you, Tony.

We're almost done. You got back just in time.

MR. HOOPER: No way.

MS. CASSINI: I swear.

MR. HOOPER: I'm sorry.

MS. PENNANT: He timed it.

MR. HOOPER: I really am.

MR. COOLMAN: We're on page 107.

MS. CASSINI: No, not at all.

MR. HOOPER: I could not get out of this thing that I was in. It was very hard to get away.

MS. CASSINI: No problem.

MR. COOLMAN: We're on page 107.

### **SURTAX INVESTMENTS 2023 GEOGRAPHICAL ANALYSIS**

MS. CASSINI: So we just are transitioning from the Public Works Department FY 2023 detailed budget requests into the MAP Administration area. And I wanted to introduce Threat Assessment Team are, if I could, with just a brief overview of the value of surtax investments planned for fiscal year 2023.

And we start with the ZIP Codes and we're looking at ZIP Codes -- we expanded beyond the Prosperity Partnership ZIP Codes.

We recognize that the six ZIP Codes the Prosperity Partnership identified back in 2018 are very important, but we also -- several of us that

are in this room sit on that transportation pillar, and Gerry O'Reilly from the Secretary of FDOT District 4, his team actually looked at another six ZIP Codes based on the 2020 Census data, looking at some transportation disadvantaged components and some other factors that we think are important in the mobility and transportation realm.

So the larger the blue bubble on the screen, the higher value of investments in fiscal year 2023.

I want to -- again, for those of you that might be watching or listening, this is just fiscal year 2023. This is not life to date. This is not life through the 2027 five-year plan that you all will be seeing on Friday.

Those types of analyses are going to be brought back to you in November when we have our regular meeting and retreat, where we can really kind of deep dive into this a little bit more.

This is just some more information. So about 22 percent of the money that's being invested in 2023 would be going into those top ten ZIP Codes with the various disadvantaged demographics.

It's also important to note that this analysis excludes municipal community shuttles and the investments therein, transit service, transit studies. So, you know, anything that we can't easily geographically map is not included in this analysis.

And then just one other way of looking at it, this is at the municipal boundary level. And you'll see that there is a significant investment in some

192



of our eastern cities in fiscal year 2023.

### **PLANNING AND SUPPORT SERVICES**

MS. CASSINI: Now, MAP Administrative is kind of a -- a rolled up -- when you think about it from a budget standpoint, it includes everything that isn't Public Works or Transit.

So in the way that our Office of Management and Budget publishes the recommended capital budget for the surtax, everything that isn't those two agencies is just kind of bundled together in MAP Admin.

But, again, for the purposes of transparency, I want to be clear that there are 15 positions that are directly budgeted into MAP Administration, but three of those sit in Sandy-Michael McDonald's shop, so over in OESBD.

We also have an additional new position that's actually going to be sitting in Public Works, Tony Hui and his group.

There are four positions inside of the Office of the County Attorney. And that's funded on a reimbursement basis. So at the end of the year.

Just kind of the way that Transit works, the surtax comes in and it supplements that budget, same with the County Auditor.

We also have two paid intern positions, one inside of MAP Admin in the Planning Section, and the other inside of the Office of Economic and Small Business Development.

I want to call out back in 2019, before some of you were on the board, we were asked -- I think it was by the Vice Chair -- to make every effort to

keep the costs associated with supporting your roles and responsibilities and kind of operationalizing this program and telling its story to around one percent of the projected annual revenues.

And so in order to do that, Margaret Dalley-Johns, your Finance Manager, and myself really sat down and looked very carefully at the budget and historical spend, where we were getting our biggest returns on investment, what we know we need to do in the upcoming years.

And we were actually able to reduce our non-personnel costs by over 1.6 million dollars.

MS. PENNANT: Wow.

MS. CASSINI: Yes. So that allowed us to add an additional position, deal with kind of just general COLA with respect to those 15 positions that are directly budgeted, for an overall savings of a little over 1.4 million dollars.

So there's also -- oh, Phil Allen. Yes. Yes, Phil. Phil?

MR. ALLEN: There, I un-muted.

MS. CASSINI: Okay.

MR. ALLEN: Was this part of an overall County reduction plan in the budget?

MS. CASSINI: It was not. Actually, the first time in many, many years, the County actually entertained budget supplementals this year in all --

MR. ALLEN: Oh, wow.

MS. CASSINI: -- in all funds. So, no, this was what I was doing as a

direct result of what the Oversight Board had asked us to be mindful of.

And, as you can see, it's gotten us down to 1.3 percent of projected revenues.

It's also important to note that there are a lot of contractual obligations that are within that 5.7 million dollars. Included in that is funding for a lot of -- like we were talking about earlier when Shea asked about advertising, getting the word out.

So we've got public education, we have marketing, we have translation services, which are very expensive. We translate a lot of our materials into multiple languages, including your annual report.

We have support for both designing and printing the annual report in there, as well as the Metropolitan Planning Organization surtax services agreement, which ends in December of 2024, but is a pretty significant component of that 5.7 million dollars.

MR. ALLEN: That was the other question I had was whether MPO was included in this.

MS. CASSINI: Yes. Yes, sir, it is.

MR. ALLEN: Thank you.

MS. CASSINI: So, with that -- and I think when we ran our briefings, I said best case scenario, we're finished at 2:00.

So with that, this is the opportunity, I think, for any of you that might need additional information on any of these projects -- I know you've asked --

195

I've tried to capture -- there was a question about historical contribution to the Transit budget, the ad valorem. So I -- I know that's something that you all would like to see before Friday.

I've sent the email that you requested, Vice Chair, to everyone at this point.

MR. COOLMAN: I do want to -- because Alan wasn't here, I just want to point out that everyone will be getting an eight-page email about the discussions related to sidewalk projects that have been deemed ineligible.

And the discussion has to do with Angela Wallace and I as to the pros and cons of that.

We're going to be discussing that at the end of the meeting tomorrow.

MR. HOOPER: Friday.

MR. COOLMAN: So if you are -- would like to shorten the meeting, I suggest you read the documents that you have already received --

MR. HOOPER: Or we'll have to ignore you.

MR. COOLMAN: -- well, you --

(Laughter.)

MR. COOLMAN: -- you generally do that anyway. But --

(Laughter.)

MR. HOOPER: Okay.

MR. COOLMAN: -- I do have one here --

MR. HOOPER: I'll read it.

MR. COOLMAN: -- that you can take home.

MR. HOOPER: Give it to me.

MR. COOLMAN: I just want to --

MR. HOOPER: We're not allowed to do that, are we? Are we allowed?

MR. COOLMAN: -- I just wanted a reminder.

MR. HOOPER: You can only -- he can only tell us. He can't send us -  
-

MR. COOLMAN: Alan, you should go to more things. Look, we're done. Ten after.

MS. WALLACE: So, no.

MR. HOOPER: Wait, wait. Let's talk about how we get that kind of information first.

MS. WALLACE: So that's why --

MR. HOOPER: It has to be done in a meeting.

MS. WALLACE: -- Gretchen forwarded it. So the communication was an -- is an email string that occurred between the Vice Chair and I yesterday --

MR. HOOPER: Okay.

MS. WALLACE: -- with his questions regarding sidewalk projects and the surtax statute.

MR. HOOPER: Okay.

MS. WALLACE: And today, he requested that that communication be shared with the board in advance of Friday's meeting because during Non-Agenda at the end of Friday's meeting, he wants to talk about that issue, the issue --

MR. HOOPER: Okay.

MS. WALLACE: -- of sidewalk -- standalone sidewalk projects that have been -- that are -- been determined ineligible because they don't meet the Section 212 of the Florida Statutes and steps, I guess, to take with regard to that issue.

And so Mr. Coolman wanted that document distributed, and so it's been distributed to the group of you, and so we're telling you in the public meeting, and then we'll talk about it again --

MR. HOOPER: Okay.

MS. WALLACE: -- in the public meeting on Friday.

MR. HOOPER: Okay.

MS. CASSINI: Phil has a question.

MR. HOOPER: Go ahead, Phil. Phil?

MR. ALLEN: Takes me a minute to get my un-mute here.

Would it be appropriate for me -- for you to forward the correspondence I had with you, Gretchen and Angela, on that same topic?

MS. WALLACE: Yes. So we can do -- so for distribution to the board so that the board can discuss it on Friday.

MR. HOOPER: Okay.

MS. WALLACE: Yeah.

MR. ALLEN: Right.

MS. WALLACE: Mr. Allen has an issue with regard to ineligible projects that have not been withdrawn that he would like to have discussed with the board as well.

MR. HOOPER: Okay.

MS. PENNANT: Mr. Chair?

MR. HOOPER: Yes.

MS. PENNANT: I -- I just wanted to take a minute to just thank Tony and his team --

MR. HOOPER: Yeah.

MS. PENNANT: -- because I think just as you were closing out your presentation, you know, Alan walked in, and I kind of interrupted. So I know we did not properly acknowledge the hard work you put into your presentation.

So thank you. You and the other gentleman, I didn't get his name, thanks.

MR. HOOPER: Yeah, nice job.

## **ADJOURN**

MR. HOOPER: Okay. Does anybody else have any other topics to bring up? Nobody?

All right. Well, I guess we're adjourned for today.

Our meeting is not tomorrow, so if you show up, you're going to be here by yourself.

It's going to be on Friday at your wake-up time, 9:30. Okay.

MR. COOLMAN: Guess who was here at 9:00 today.

MR. HOOPER: So we'll be -- we'll be -- we'll have -- that's going to be a -- an agenda meeting, right -- I mean, a regular meeting. Okay.

Thank you, guys, for everything, and thank you very much, Tim and your staff, everybody.

Like Ms. Pennant said, Tony, good job.

Thank you, everybody.

(The meeting concluded at 1:35 p.m.)