

MINUTES
INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT
BOARD
January 27, 2023

MEMBERS PRESENT:

Phil Allen, Retired, Finance

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

Alan Hooper, Chair, Engineering/Construction Management, General

Contractor and Real Estate Re-developer, Hooper Construction, Inc., and
a founding member of Urban Street Development, via telephone

Erdal Donmez, Former City or County Manager

Shea Smith, Accounting, Director of Audit and Attest Services, Berkowitz

Pollack Brant Advisors and Accountants

Alejandro Munoz, Public Transportation Consumer

MEMBERS ABSENT:

Also Present:

Angela Wallace, Surtax General Counsel, via telephone

Gretchen Cassini, Board Coordinator

Annika Ashton, Deputy County Attorney

Ray Burnette, Administrative Support Specialist

Tashauna Williams-Wilson, Public Information Specialist

Laura Rogers, County Auditor's Office

Gail Birks, President/CEO CMA Enterprise Incorporated

Greg Burns, Thorn Run Partners, via telephone

Tim Garling, Deputy General Manager, Broward County Transit

Bryan Caletka, MPO Surtax Services

Todd Brauer, Whitehouse Group

Sandy-Michael McDonald, Director, Office of Economic and Small

Business Development

Michael Jorgensen, Office of Public Communications

Miriam Brighton, The Laws Group

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at Room 430, Broward County Government Center, 115 South Andrews Avenue, Fort Lauderdale, Florida, at 9:30 a.m., Friday, January 27, 2023.

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

CALL TO ORDER - VICE CHAIR COOLMAN

MR. COOLMAN: All right. We're going to call the meeting of the Independent Transportation Surtax Oversight Board meeting, January 27th. I think it's 9:34 this morning.

We know that Mr. Frazier's coming, but I think we've got a couple of housekeeping things to take care of.

**WELCOME AND INTRODUCTION OF NEWLY APPOINTED
OVERSIGHT BOARD MEMBERS**

ERDAL DONMEZ, FORMER CITY/COUNTY MANAGER

CATEGORY

ALEJANDRO MUNIZ, RESIDENT CONSUMER OF PUBLIC

TRANSPORTATION CATEGORY

MR. COOLMAN: So with that, we're going to -- I'd like to introduce the -- our new members that have joined us, Erdal Donmez and Alejandro Munoz.

And I'd like to have them take a couple of minutes and give us a little background and history and why -- why you'd like to be here -- or why you are here.

MS. CASSINI: And just quickly housekeeping, since we have new members. In order to be heard and recorded, you do have to press the little button with the face.

Thank you.

MR. DONMEZ: Is it on now?

MR. COOLMAN: It turns red.

MR. DONMEZ: Good morning.

MR. COOLMAN: Good morning.

MR. DONMEZ: I'm Erdal Donmez, retired City Manager of Coral Springs.

It's a pleasure to be here, pleasure to be a part of this distinguished panel, which I have been following, actually, for a few years.

Before retiring from public life, I was part of the -- a couple of efforts, you know, to get this one cent in a penny sales tax, get it passed.

Unfortunately, it was unsuccessful at that -- those two times. But we always learn from the experience.

And -- and I had wondered for many years if I retired one day, you know, what can I do to use my experience and my knowledge in Broward County, south Florida area, to fulfill the needs of, you know, the Broward County, you know, community.

And I live in Coral Springs. It's -- it's home for many years. I started my, you know, career in Broward -- I'm sorry, in Dade County, and then Broward kind of after. Almost equal times, 17 years each. And brief stint with Arthur Anderson, you know, in between.

So I'm quite familiar with the region, the area, and the community, their needs, tastes, preferences, and -- and I've always felt being privileged to have worked for Broward and Dade County, and -- and also going up the ladder and meeting a lot of impressive, you know, people. And many of them are, you know, here.

I'm looking forward to catching up with what you have started a few years ago, and also offer my experience, my knowledge and my wisdom and be of value in achieving the goals of this -- this body and this community.

So thank you.

Also want to congratulate, you know, Alejandro for being a new member. I'm sure the first day is not easy for anybody, but it's going to get better right after that.

Thank you.

MR. COOLMAN: Thank you.

Alejandro.

MR. MUNOZ: Good morning, everybody. Well, my name is Alejandro Munoz, and I am 29 years old. I am originally from Miami, but I grew up in Broward. I've been here for most of my life.

And I am currently a software engineer. I work in Miami, actually, but live here, in Davie, specifically.

And I wanted to volunteer for this position here on the board because I think there is maybe room for improvement when it comes to public transportation in Broward, as well as other modes of transportation, such as bicycle infrastructure.

And I'd love to give my experience, my -- my input on any projects that are coming up, and just thank you for allowing me to be here.

MR. COOLMAN: Thank you very much. And both, welcome. It's a breath of fresh air. Not that the last two weren't great people, but it's always good see change sometimes.

I do have one question for Erdal. I want to know where your accent comes from.

MR. DONMEZ: Originally Turkish.

MR. COOLMAN: Really? You've still got it. Wonderful.

MR. DONMEZ: Still have it.

ROLL CALL - ADMINISTRATIVE COORDINATOR ROY BURNETT

MR. COOLMAN: I guess with that, we're ready for a roll call.

MR. BURNETT: All right. Good morning, everybody.

MR. COOLMAN: Good morning, Roy.

MR. BURNETT: Douglas Coolman.

MR. COOLMAN: Oh, am I first on the list?

MR. BURNETT: Yes, you are.

(Laughter.)

MR. COOLMAN: I'm here.

MR. BURNETT: Phil Allen.

MR. ALLEN: Here.

MR. BURNETT: Erdal Domnez.

MR. DONMEZ: Here.

MR. BURNETT: Debbie Madden.

MS. MADDEN: Here.

MR. BURNETT: Thank you.

Alejandro Munoz.

MR. MUNOZ: Here.

MR. BURNETT: Thank you.

Shea Smith.

MR. SMITH: Here.

MR. BURNETT: Alan Hooper.

Mr. Hooper, if you can hear me, can you un-mute?

MS. CASSINI: He's on.

MR. BURNETT: Yeah, I can see him on there.

Mr. Hooper?

MS. CASSINI: It's okay. You can come back.

MR. BURNETT: Yeah, he's -- he's on virtually.

MR. ALLEN: Maybe he can raise his hand and --

MR. BURNETT: He did raise his hand. There we go.

And Mr. Frazier will be joining us shortly.

Thank you.

MR. COOLMAN: Thank you.

I'll do my best to be Alan Hooper today.

PUBLIC PARTICIPATION

MR. COOLMAN: Is there anyone from the public that is wanting to participate, Gretchen?

MS. CASSINI: We have no one signed up to speak.

PRESENTATIONS

I - WASHINGTON, D.C. UPDATES AND DISCRETIONARY GRANT OPPORTUNITIES OVERVIEW -- MR. GREG BURNS, THORN RUN PARTNERS

MR. COOLMAN: All right. We'll go ahead then. We have presentations. First one, Washington, D.C. updates and discretionary grant opportunities overview.

Matching money, huh? All right.

MS. CASSINI: So we're still trying to get audio from Mr. Burns.

Mr. Burns, could you try to speak?

MR. COOLMAN: Do we want to skip and go back if not?

MS. CASSINI: We can certainly do that, Mr. Chair.

We have an -- I'll just go through, and we can come back to it once we get Mr. Burns' audio working.

MR. COOLMAN: Okay.

II - PUBLIC PERCEPTION FOCUS GROUP FINDINGS - MS. GAIL

BIRKS, CMA ENTERPRISE INCORPORATED

MS. CASSINI: All right? So we'll move into Ms. Birks' presentation.

MR. COOLMAN: Ms. Gail Birks.

MS. CASSINI: Do you want the clicker?

MS. BIRKS: Yes, please.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. BIRKS: Do I need to speak into the mic or --

MS. CASSINI: Yes, you do.

MS. BIRKS: Good morning, ladies and gentlemen. How are you this morning?

MR. COOLMAN: Good.

MR. BIRKS: Can everyone hear me, please?

MS. CASSINI: Can you hear her?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: Is the mic on?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. BIRKS: Is that better.

MR. COOLMAN: Here we go.

MS. CASSINI: Technical assistance on call.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. JORGENSEN: There we go.

MS. BIRKS: But can you hear me in the mic?

UNIDENTIFIED SPEAKER: Not really.

MR. JORGENSEN: And it's probably off right here. There you go.

MS. BIRKS: Okay. Awesome. Awesome. Awesome. I got thumbs up on that one.

Good morning, ladies and gentlemen. My name is Gail Birks. I am President of CMA Enterprise, Incorporated.

And it's a pleasure to be here this morning to present to you some of the findings at a high level that we were able to glean from the focus groups that we conducted recently.

I'd first like to give an acknowledgment to those who are in the room and participated and assisted us in this process, the Broward County residents, business owners, and interested parties who shared their hearts with us, and insights in terms of how Broward County transportation could be better.

The Broward County Board of Commissioners, the Independent Transportation Surtax Oversight Board and their support staff, thank you so much for allowing us the opportunity to work with you.

The CMA Enterprise, Incorporated project team. We brought a diverse team with us to this engagement, which we'll share in just a moment.

For those of you who don't know who we are, CMA Enterprise is a performance and process improvement consulting firm. And we've served business and industry on a local, regional, national, and hopefully soon to be international level since 1990.

It is women-owned, and we're just really glad to be here to show you what we can do for you.

I want to give you some background on how this got started.

The oversight support staff began in 2021 in laying the ground work for what ultimately came to the focus groups that we just completed.

Surveys were devised and distributed to the community -- and I'm not going to read every word on the screen -- but they were disseminated and reviewed over approximately a six-month period.

And the feedback that came to the office gave the staff the insight of three top priorities; reducing congestion, improving safety of all modes of transportation -- and you'll hear a little bit more about that shortly from

the focus group sessions -- improving convenience for public transportation, which was a major incentive when it came to the use of it and expansion of it.

There were some other high-level themes that were also identified in the initial surveys that were conducted; repairing and maintaining existing roads and bridges, having more bike and pedestrian infrastructure that's safe for all involved. Reducing mobility costs is -- was a big incentive.

We even had one group say that they would pay more for the convenience, the safety, and the other amenities and attributes that they needed in order to take access and support public transportation.

Enhancing the resiliency of transportation facilities. There was a concern --

OPERATOR: Enter your participant ID followed by pound.
Otherwise, just press pound to continue.

UNIDENTIFIED SPEAKER: Pound.
(Laughter.)

OPERATOR: You are in the meeting now.

UNIDENTIFIED SPEAKER: Thank you.

OPERATOR: There are six participants in this meeting.

This meeting is being recorded.

You are muted. You can mute or un-mute yourself by pressing start six, six, six, six, six, six, six.

MS. BIRKS: I'd be real concerned --

MR. COOLMAN: Is that --

MS. BIRKS: -- on that code.

MR. COOLMAN: -- really (inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: A glitch. Okay.

MS. BIRKS: Okay. Continuing on, once the results of the initial -- once the results of the initial survey were acquired, then the support staff for the department brought us in.

So here we are. And as of August 1st, as you can see on the timeline, we were engaged to go to the next phase of discovery for the MAP Broward initiative.

And on August 16th, we began our process of building that next level of participant that was eventually brought into the focus group phase.

As of September, in September --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. BIRKS: Am I okay? Okay. We were able to identify -- we -- we had nearly, what, 700, a thousand --

MS. WILLIAMS-WILSON: Over 700.

MS. BIRKS: -- over 700 people respond to us from all over Broward County, from all walks of life, which gave the -- the -- this entire project a great perspective of the insights for mobility here in Broward County.

And from November through most of December, we were able to run the projects. And I actually see one of my participants here today. Chase was in one of our focus groups.

MS. CASSINI: Alejandro.

MS. BIRKS: Alejandro. But I thought I saw you, as well. So my apologies.

But thank you -- thank you for following up.

And we challenged the groups to get involved, and I'm glad to see that you did.

The approach and incentives that were offered when it came to this phase of the discovery for mobility and the amenities that are required are shared with you on the screen.

We did provide an incentive to our participants of a \$75 gift certificate. Who does not want extra grocery money? So that was a great incentive.

But even more so, we offered 12 to 15 spaces -- we averaged

about seven to 12 actual participants that showed up to these focus groups.

We did four of them. Each one lasted approximately two hours. And, folks, I can tell you, it was non-stop discussion, and it was very, very powerful, insightful discussion that we were engaged in.

We also took the opportunity to make sure that our facilitators mirrored the community that we were speaking to. So we had African-American English-speaking diaspora, we had Haitian American and immigrant facilitators who spoke not only Spanish, but also Portuguese.

And then we also had Haitian American and immigrants who spoke Creole and French, so that if we needed to, we could, and there was never going to be a loss of translation for those who are participating at their fullest.

This is just a summary for you of the focus groups that we held. And most of them were in the evening. We had one on a weekend, which afforded us that chance to bring people in who could not come during the week.

And there did seem to be a mixture, but it was mostly concentrated of people who were from those immediate areas.

We were very curious and intentional in our listening process. And the questions that were provided to us and enhanced by the facilitators

during the sessions are here.

The first question -- and I kind of chuckled when that question was asked when -- when we were -- you were introducing new members, why are you here. We asked that same question, because we really wanted to know, okay, it's not just about the \$75 gift certificate, we really have something to share.

And that literally became a workshop unto itself.

So we asked them why did you decide to come, why do -- do you experience the required safety. That was a huge, huge discussion for us in all of the sessions.

Do you desire more convenience in hours, stops, service. We covered the gamut on that one.

Do you feel that the County can do a better job in reducing traffic congestion and improving light synchronization? All across the board, it was a resounding yes.

So there were some insights that the participants shared with us and we'll share that in a moment.

And then what -- what were some of the most important concerns that you felt. And we asked the participants to give us a ranking. And that was with the intent of assisting you in prioritizing some of your projects, your goals, your discussions, and some of the decisions that you're going

to be making on this council.

And then we gave them an open mic to share with us anything else that we had not yet discussed, or maybe to revisit anything that was of utter importance and they wanted to drive their points home.

The composition of our -- our groups was -- was very, very diverse. We -- we ranged in age. We had diverse ethnicities, genders, preferred languages.

The locations gave us the opportunity to draw people into our process that may not have normally been able to arrive.

Income brackets, employment status.

And then also, what was most important and the whole purpose of this event was the method of transportation.

And you'll see that in some of the different areas, there was more emphasis and conversations in one transportation than the other.

We found more conversation on that central eastern side of town regarding bicycles.

In the northwestern section, regarding walking, safeties and so forth.

So, you know, our gender was kind of balanced. The guys showed up more than the gals, but we still had a balanced conversation.

Transportation types also was kind of regional, but -- but very, very

balanced, so we got a good representation of feedback.

Private cars, we had a gentleman who was a shared ride driver and -- and had been that -- in that capacity for a while. And he spoke to the increased congestion as a shared driver -- shared ride driver.

The County bus transportation, express bus systems, the -- the commuter and intercity passenger rail opportunities, community shuttles, bicycle and motorized bikes, we had some very, very sparked conversations about bikes and the safety, the markings on the streets, the poles that either are or aren't there, the barriers.

So that was a very interesting -- and I think we learned a lot from those conversations.

And then pedestrian walkings. Sidewalks running out, people walking in the street because there are no sidewalks.

So those are things that, from a transportation, you know, people running, running red, running the walk lines, putting pedestrians and bikers in the street as they are crossing, very dangerous.

As we ranked the four categories or components, as you can see, from top to bottom, safety and convenience for the residents and interested parties and business owners of Broward was it.

Convenience. We had a woman who had a cleaning business out in the northwest focus group, and she said that many of her employees

have to use public transportation, and if they miss the bus, they're late for the engagement, or they can't make it at all.

And she's got to walk -- she had to use the bus transportation one time, and she had to walk 20 minutes to the bus stop.

I can tell you, she wasn't happy when she shared that story.

But -- but these are the real stories that we were hearing.

Lighting -- improving light synchronization, reduce traffic congestion.

Some of these rolled into some of these other components as we found -- as we moved forward.

I want to give you just a quick highlight of some of the things that we heard.

And -- and when we asked people to share with us why they're here, I think one of the ones that stood out most for us -- we heard advocacies, shared rides, logistics, safety issues, convenience, light synchronization.

Those that were new or had not been involved in the community wanted community involvement, and this was their opportunity.

And then to be educated on what the County is doing with their money.

One of the things that stood out for us, though, and that's why I

have it at the top, was ADA advocacy. We had a young woman who was at, actually, our first session who was a -- a very profound ADA advocate. And she shared some things with the group that we documented in the -- in the big study, the final study that we -- we have submitted of -- of making sure that, as planning occurs, that the County doesn't miss the mark. They take into consideration the audio that may need to be incorporated into street crossings, some of the other dynamics that need to be put into consideration when it comes to ADA compliant streets for those who need to have that assistance.

So that was a very, very powerful conversation that we -- we had.

And we gave our participants the opportunity to tell us how they feel. Do not hold back. Do not sugar coat it. Let us know, because we need to understand in order to delivery that message.

And they did, and we thanked them for it.

Safety, as I mentioned, was a huge, huge conversation. No one in any of the groups felt comfortable when it came to safety, whether they were in a private car, whether they were walking, whether they were biking, or whether they were waiting for public transportation.

So there -- there were -- were huge conversations when it came to bikers, whether you were in a traditional bike or whether you were in a motorbike, and that the lines of safety were -- were really not being

adhered to.

And -- and there were both sides of the spectrum that were shared.

But the biggest piece was -- was the designs of the bike lanes to ensure that those who were biking or walking or whatever that -- that mode may be in those lanes could feel safe.

And not too many people said that they felt safe.

The absence of sidewalks in certain areas, which was really kind of a surprise for us, because the comments kept coming that, in certain areas -- and I think a lot of this may have been out west.

I think there are some that are areas in that southeast area of -- of the County where the sidewalks end but the streets do not, and people have to then walk in the street.

So the continuation of sidewalks is -- is -- was a big, big piece of the conversations that we heard.

And current safety measures, people are willing to change their mindsets, but, really, they're looking for a stronger partnership, if I could sum that up.

But -- but the pedestrian infrastructure was felt by all to need a -- a lot more consideration.

Okay. Looking at convenience, we really had huge discussion with our residents in the west area of town, and -- and convenience in terms of

frequency for the buses, for the shuttles was a major, major issue.

We had a woman share with us that she had a friend who works out at Sawgrass, and she works the later shifts in -- in Sawgrass. And she missed the bus one time. And she had to sleep at the mall because she -- she could not get home. And she didn't have the money to get a shared ride.

So looking at the frequency or the -- the length of time it takes to walk to a bus stand or station was something that was raised in many of the areas, especially out west, because the perception of the groups was, well, they assume that when people -- because people live out west, they don't -- they don't need public transportation because they have cars, they drive, so we don't have to worry about that.

That's the perception that we repeatedly heard.

So understanding that the people out west are saying, we need public transportation, too.

Let's see. The -- the convenience of the TOPS, something that you all might consider looking at. This one woman was saying that her husband uses TOPS, and a couple other people in some of the other sessions said they would like to use TOPS, but they found the application very invasive, and they could not mail -- they could not email or send digital files, but -- but they had to mail everything in or bring it in.

So being able to expedite applications through the digital process system, secure digital process systems was something -- that was a huge recommendation that we received.

And then community buses being more convenient in terms of how they're structured. There were some that were aggravated about the fact that they only went in circles, and they want to be able to go from Point A to Point B destinations.

So those are things to consider.

The seamless footprint of transportation. From local to the County to the rail systems, people are looking for the seamless connections.

I don't know if it's education or whether there is actually a gap in the footprint, but that's something that was a discussion that -- that came up numerous times.

Did I get that right?

MR. MUNOZ: Yeah, I would say so.

MS. BIRKS: Okay. Thank you.

So -- so just things to consider. What might be considered small are -- are considered big by people in the community who have to use it.

In looking at doing a better job, again, I -- I -- it was a short answer. The answer was yes.

But some of the key areas in terms of removing the congestion or

managing the congestion, you know, timing the lights.

We had several people say that, you know, a lot of the congestion occurs because of the lights changing so quickly. Or in some areas, they don't change at all.

One woman said she had to learn how to do the right turn, right turn, right turn to get where she was going, and it was because the light that she was at was not changing.

And this was a problem all the time with this street.

So being able to make sure those lights are synchronized and, even more so, working.

And -- and, again, the perception that the roads are not accommodating to the capacity of car drivers now in Broward.

So the messaging of being able to show the benefits of public transportation, there's a open opportunity for that.

Some of the additional insights, and I won't read them all, people want to have a complete understanding of the plan. And there seemed to be just a big gap of knowledge with regard to that.

In our -- in our final study, we did make some commentary about how that could be done. It -- you've got these huge buses out there. You've got public transportation cars out there, the -- what is it, the -- the screening that can advertise. How can we advertise? We've got these

moving billboards.

But -- but being able to educate the public with regard to what we're doing, what's going on, and where we are now will be -- will be very helpful to winning the public over.

Better safety measures, once again.

And making sure -- there was a -- also a perception that violators and the laws or -- or the -- the -- the -- the enforcements are not there. They're insufficient.

So that was another conversation.

But -- but, basically, with regard to the surtax project plan, people want to learn more about what it is, where you are, where's the spending going on, how are the decisions being made.

And I can tell you, staff supported us in these sessions in bringing that information to the groups, and the invitations to get involved, and -- and -- and understand where it is that the projects are on your -- your schedule.

So we were able to tag team with the support staff from MAP Broward initiative to be able to answer some of these questions for the group.

Okay. I -- I would be remiss if I did not close out and truly give you a highlight of what the focus groups asked us to share in their

recommendations for you to consider and discuss.

That -- that there should be curbs or visible poles that separate bikers and scooters on the roads. They want this. The residents want -- I'm a resident of Broward. I want this. I want to see this.

Recommend -- group recommendations, bus riders should be able to use debit cards and credit cards when they step on the bus. I -- I know I'm one that doesn't carry a lot of cash. I don't carry any cash if I can avoid it, for safety reasons.

But if I step on a bus, I want to be able to put my debit card in. This is something that -- that people are saying they want to do, as opposed to having to go to a different building or find the building, get the ticket, and then come to the bus.

They want to make it a one-stop shop. I'm waiting for the bus. I want to -- I want to be able to use my card, pay for my ticket, go sit down, and go where I've got to go.

Sawgrass. Sawgrass was a huge discussion in a couple of sessions. And they're looking -- people are looking for better evening and weekend service, because people are getting stranded. And that was real. That was real.

Light synchronization is a major cause in all areas.

And then greater attention in understanding the root causes. Is it

the timing of the lights? Is it just that there is just that much traffic people cannot get through?

So some of the root causes of -- of that light synchronization is -- is going to be important in conversations.

A suggestion was made of modeling the Hollywood Broadwalk in terms of how they've set up their pedestrian and bike lanes so that that can hopefully be replicated in some of the other areas of Broward County that it fits.

And then finally, the seamless transportation footprint is needed. That -- that came up in literally all the groups, that -- that seamless footprint. And people are saying if we had that seamless footprint or could be assured of the seamless footprint, then it would give us the opportunity to say yes.

And I can assure you, people have also said to us, we would be willing to change our habits if. And that if was huge.

So those were some of the key recommendations that we picked up and pulled in that were -- were shared by the group.

They did not just come to say, this is it, this is it, this is it. They gave us solutions, as well, which we were appreciative of.

Ladies and gentlemen, that concludes my presentation.

If you have any questions of me, I'll do my best to respond to you.

MR. COOLMAN: Before I open it to questions, I want to make sure that Mr. Frazier is recognized. He's here, and came in on -- on time -- still a little late, but still on time.

So with that, questions for Ms. Birks?

Go ahead, Shea.

MR. SMITH: First off, thank you for the work. Appreciate it.

MS. BIRKS: You're welcome.

MR. SMITH: So, I mean, to me, I had a lot of lights going off during this one. I mean, there's just a lot there, right? So I don't know. Several things.

One is safety came up a million times, right? And this ordinance really is more about efficiency.

I think the two connect around a lot of different issues, the biggest of which I think is phones. I mean, if you're out driving on any road and the light turns green, no one moves.

MS. BIRKS: No one moves.

MR. SMITH: And, you know, I'm an avid cyclist. I can tell you, these days, I do so much less of it on the road, if at all. Maybe on Sundays. I used to go out every day.

And the reason is I have a daughter, and I don't want to die.

UNIDENTIFIED SPEAKER: Right.

MR. SMITH: And so I don't know. We -- we go round and round in here about it has to be part of a road and, you know, we -- it has -- you know, there's very specific ways to get this done.

But you can see that the people are wanting this. And it's just a big change in mentality that we need to put in, in my opinion, this infrastructure that -- that we desperately need.

It's getting more crowded down here. There's not enough room for all the cars.

So it's interesting. One thing from an accounting/auditing/sampling background that I'll bring up is that I do think when you have these focus groups and people are incentivized to come and discuss in person, you're not going to hear from certain groups of people, because they're hard to reach. Busier people, let's say.

I can think of lots of groups, they're not going to show up for \$75. They're not going to take the time.

Unless you're some sort of like hardcore transportation advocate person, you're not even going to know this exists.

And you mentioned something else that ties this in, which is how do we get this message across and more people participating in the conversation, and some of these people that have more influence, right?

And it's really important, because to have these bigger changes in

just mentality, we're going to -- we're going to need that, you know, to make some of these larger scale changes.

And on the phone thing, I really am -- and -- and you can think about this from a transportation flow perspective, too. I really am wondering if one day there's a technology where people are actually incentivized. You step into your car. It detects your phone is off and can't be reached or touched, and then the County maybe gives you back a little bit of money and people are actually incentivized to not be on their phones.

I really do think that's one of the larger issues that we have.

So, thank you.

MR. COOLMAN: Gretchen, I know you had a comment before we get other questions.

MS. CASSINI: Sure. I just wanted to respond and make sure that it was clear and on the record that the focus groups were the second step, because you all wanted the broadest possible representation.

We had a survey out for almost a full year. We got over a thousand responses.

It was my understanding from this group that some of the responses from that survey needed a little bit deeper dive.

So that was the purpose of the focus group is just try to define what

safety means for different people, what does convenience look like, how would that -- you know, what does less traffic congestion look like.

So the focus groups were really to help us hone in and -- and understand some of the terminology that came out of the survey.

And many of the comments that you made, Shea, they're -- they're policy decisions. And, obviously, we are also planning to share some of these responses not only with the agencies that -- you know, the stakeholders of the surtax that are sitting here today, but also with County administration. Okay?

MR. COOLMAN: Mr. Frazier?

MR. FRAZIER: I have several comments and just one question.

But first I'd like to thank you for such a excellent presentation and the level of detail that you went through dealing with this survey. I'm quite sure it wasn't easy when you deal with multitude of different kinds of people. Like herding cats, what have you.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. FRAZIER: But you managed to get a lot of good information that this committee needs to know. But more so than us, I think that municipalities that are doing the planning and the public transportation entity needs to know this because they're the ones that are doing the planning. And if they can't have this kind of input, then what they're telling

us is not necessarily meeting these goals and objectives.

So the -- the question is really not for you, per se. it's really for us to ask these municipalities, you know, how does this type of information --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. FRAZIER: -- get fed into the municipalities and to Broward County public transportation in order to be able to solve these issues, because this is what the public is saying.

And the plans that we see aren't always reflective of the comments that I'm seeing here now, you know?

One of the things you've always talked about is these sidewalks, and these sidewalks come up continuously.

MR. COOLMAN: Be careful, might not be able to fund it.

MR. FRAZIER: I understand. But these sidewalks have come up continuously from the public --

UNIDENTIFIED SPEAKER: Yes.

MR. FRAZIER: -- as people taking their life in their hands and what have you.

MS. BIRKS: And, Mr. Frazier -- excuse me. This -- this is -- this was just a capsule --

MR. COOLMAN: Microphone, please.

MS. BIRKS: I'm sorry. This -- Mr. Frazier, this was just a capsule

of what we have.

The full report, safety was three pages long. More convenience was a couple of pages long.

So the -- the level of importance is -- is really going to be reflected in that final report that you all will review.

It -- it's -- it's -- it's overwhelming.

MR. FRAZIER: Got you.

So I -- I guess, Gretchen, I'm -- I'm asking you this question. How does this information get transferred to the municipalities that are participating in the program as well as Broward's public transportation entity so they can be aware and begin to take that into effect, as well as the -- what's this group that --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. FRAZIER: -- the MPO in terms of their evaluations of these projects, so all of this information now becomes a part of your evaluation process when you begin to send things forward.

MS. CASSINI: It's an excellent question. This being the first that we have conducted, obviously, I'm looking for your direction about that.

And we had intended, based on our original discussions -- you know, there was a significant amount of public polling done prior to the surtax going onto the ballot. And we still have the results of all of those

public --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- polls.

And so the idea initially was we want to see how public perception changes over time. We want to try to create these baselines and then go back and see if public perception around transportation is changing.

But the results of these focus groups offer a different level of detail. And we can disseminate the results in -- we can -- first of all, we can disseminate the results kind of in their totality, or we can package them into specific areas that may be of interest.

Obviously, Mr. Garling is in the room, so he's listening. I don't think that anything that he heard is going to be any surprise to him, because they're going out into the community doing public engagement through their agency all the time.

With respect to the MPO and their evaluation and ranking process, it is structured, and it is limited by what they can --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- take into consideration by a legal agreement.

So to some extent, we're limited to -- you know, in what we can consider and what they can prioritize and how they can influence the types of projects that municipalities do by that legal agreement.

But I'll let them speak to it when they come up, because they are doing a presentation in just a few minutes.

And, of course, Mr. Garling is actually going to be doing a presentation in a few minutes, as well, and he might have some insights that he wants to share with you about how they take this public information in.

MR. FRAZIER: Yeah. Just one last comment. I think that what focus groups do --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. FRAZIER: -- is put a face on the issue where when you have other means of gathering data abstract --

UNIDENTIFIED SPEAKER: (Inaudible) have it on your laptop. That's why.

MR. FRAZIER: -- but I think what this does is put a face on it.

UNIDENTIFIED SPEAKER: (Inaudible) audio.

MR. FRAZIER: And that puts it in a different dimension. Now you can touch and feel things that before were just words on a piece of paper.

MS. BIRKS: If I could also --

UNIDENTIFIED SPEAKER: Mr. --

MS. BIRKS: -- add -- I'm sorry, Mr. Vice Chair.

MR. COOLMAN: No, go ahead.

MS. BIRKS: If I could also add that it also takes away the perception that it's just lower and moderate income people who have this issue about transportation requirements.

We had people from all income levels that were part of this study. And you really couldn't differentiate who was from where or who sat where.

It's a universal need and concern about transportation requirements in Broward County.

MR. COOLMAN: Mr. Allen, I think you have a question on that?

MR. ALLEN: Well, first off, thanks for the presentation.

MS. BIRKS: You're welcome.

MR. ALLEN: And I heard -- I heard, myself, listening to the presentation, three areas where we have had discussions in the past, and it comes down to setting priorities, who sets those priorities as to which of these concerns do we -- and how do we address these individual concerns.

Those -- those three areas are --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ALLEN: -- traffic signalization, and we keep giving that lip service, I'm afraid, to -- I just perceive that we don't spend enough attention to moving forward on priority areas.

And somebody needs to set those priorities. We're not the elected officials, but the elected officials, I think, need to get that message somehow that this is an area continue -- we've been dealing with traffic signalization, I -- you know, my experience with the County, 20, 25 years ago we were talking about that and starting to lay fiber optic cables out there.

And we still don't have a full understanding. And I'm afraid many people just say, it's a losing battle, because as soon as we set the traffic signalization, then we're out there changing it because traffic patterns change, or there's a -- you're taking the tunnel out of operation and how does that affect the traffic downtown.

The other area is transit education. You know, we -- we've spent four years now bringing a facility online at one university to deal with traffic -- I mean, to provide a forum, place for people to come in and learn how to use the transit system.

Hopefully, we're going to be there in April. Is that right?

MS. CASSINI: August.

MR. ALLEN: August? Okay. And I -- I know Transit has talked about doing a better job of educating the public. You know, why don't we have a place you can bring people in and teach them how to use the transit system and -- and communicate that.

You know, I'd rather see a advertisement on the bus, the side of the bus that says, this is how you get educated to use --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. ALLEN: -- I heard (inaudible) also. How -- how to use the system, how -- how can we educate them to saying this how -- how you make the connection, or this is what you do if you get stranded at the mall because of the route -- missing the train and -- or the -- the bus.

And the third area I heard there was sidewalks, whether it be dealing with the interface to bicycle lanes or the lack of sidewalks. You know, when you come to the end of the road, the end of the road goes on, but the sidewalk stops and people are walking in the middle of the street. Then the safety issue.

So I think those are three areas that -- that we, as a body, could communicate that these are our priorities for the next funding cycle and not just say, well, we're limited by the legal agreement.

Well, the legal agreement can be amended if people pay attention to what the priorities are.

You know, we're still dealing with a legal agreement that took us three years to finally get most of the -- the cities on board with the contract. Well, by the time we did that, then perhaps the priorities changed, or the traffic patterns changed.

We need a -- a mechanism to say, this is our priority for this year. We're going to deal with the sidewalk issue, or we're going to deal with education.

I -- just in areas where we, as a body, can perhaps provide some influence to those that are doing the actual funding of those various projects.

That's -- that's where I come from.

MR. COOLMAN: Anybody else before I give my comments?

MR. MUNOZ: Yeah, I just wanted to --

MR. COOLMAN: Alejandro?

MR. MUNOZ: -- mention a couple of things.

First of all, thank you for the presentation. It was great. And it was nice being part of the focus group, the one in December, as well.

MS. BIRKS: Thank you.

MR. MUNOZ: It really kind of opens your eyes to -- to who comes to these focus groups.

And it's -- it's been very insightful, I suppose, to hear that so many people came out and wanted to -- to talk about these issues that are happening in Broward. So that was nice.

But I also wanted to say that I do -- well, from -- from a -- I suppose a consumer and a resident perspective, it -- it does seem like, in Broward,

more priority has been given to things like, let's say, widening roads or, you know, I don't know, other things related like that.

But that's what I see. I see a road getting widened but there's no -- there's no bicycle lane. There -- there's still no sidewalk over here.

So it's just -- it seems like the priorities aren't quite there as -- as far as safety and convenience for people that are not in cars.

So that's just one comment I wanted to make there.

MR. COOLMAN: Gretchen?

MR. MUNOZ: Thank you.

MS. BIRKS: Thank you.

MS. CASSINI: Mr. Hooper has his hand raised.

MR. COOLMAN: Alan.

MR. HOOPER: Can you hear me?

MR. COOLMAN: Yes.

MR. FRAZIER: Yeah.

MR. HOOPER: Yeah, I -- I couldn't agree more with Phil Allen.

We've been talking about a lot of this stuff -- I'm -- I'm echoing. Can you hear the echo?

MS. CASSINI: The echo isn't terrible. You can continue.

MR. HOOPER: Okay. So I just think that our board is made up of the cross section of the community that is supposed to give those

recommendations. We're the ones that are sitting through these long meetings. We're listening to all the experts. We've listened to this really great survey that was done by this group.

And I just believe that we need to afford our recommendations, and they should be taken very strongly, that -- that we represent the folks that are actually using the systems or that need the bike paths or that need the sidewalks, light synchronization.

All those things are so important. And if we're going to be successful, we've got to really pay attention to surveys like these.

Thank you.

MR. COOLMAN: Anybody else?

Well, first of all, Ms. Birks, wonderful presentation. Loved the detail.

MS. BIRKS: Thank you, sir.

MR. COOLMAN: The bad news, everything you told us is true. That's the bad news.

But the good news is there are a lot of things that you brought up that we are slowly working on. I think -- it's not that we didn't know about it.

But I think Mr. Frazier's comment about getting this message out to the cities and the MPO, because those are the people that, some of these

details, they're -- they're going to have to solve and help us with.

MS. BIRKS: Yes, sir.

MR. COOLMAN: It's probably too early to go back to your focus group and ask how we're doing, so I would hope that you have one planned in the future. I'm not sure when, but I hope it's going to happen.

And please keep track of those people, because I'd like to know how we're doing. It's too early, I think, right now.

MS. BIRKS: Well, we -- you have to invite us back. If you invite me back, I'll come.

(Laughter.)

MR. COOLMAN: And I agree with the comment about advertising. If we're going to advertise on these buses, let's advertise ourselves and what we're doing.

MS. BIRKS: Yeah.

MR. COOLMAN: And surtax can cover that shortfall if they need to.

I appreciated knowing that the -- there isn't what -- I guess really that much difference in the four areas, which was -- and I think the fact that you got a cross section is -- is really great.

We need to hear -- we heard you, but we need to do what we can. And, Gretchen, you might give us some guidance there, but I don't know,

Alan, if it's something we end up doing a -- a letter to the County Commission on, but certainly these are issues that need to be addressed. We knew they're out there.

I think this has been helpful, showing, you know, how much is out there and how it really affects the whole County.

MS. BIRKS: Yeah.

MR. COOLMAN: So thank you very much.

MR. SMITH: Can I make one more point?

MS. BIRKS: You're very welcome, sir.

MR. COOLMAN: Certainly. Shea.

MR. SMITH: Just one more quick point that I thought about, because this is such a great conversation, is uniformity.

So I think at the County level, some of these comments that you're seeing, especially around safety, the way I see some of these cities rolling things out -- sharrows are a great example. They do nothing. They protect no one. And it costs some amount of money to put them down, and then you're able to say, hey, we did a safety improvement.

It's a misnomer. There's a sharrow in front of the mall on US-1 and Oakland Park Boulevard indicating that you should share the road with a bike.

I mean, come on. That -- that is completely meaningless, and it's

insulting to people. No one would even want to walk there, maybe even on the sidewalk, it's so crazy.

So it's just something with -- if we could put out some guidance around this, right, and give people parameters and the cities parameters on how to make this interconnected, right, and lead somewhere.

I mean, somewhere it says something about circular transportation. You see that all the time with -- with bike and walk facilities, because they don't go anywhere. They don't allow someone to get somewhere with it.

So I just think sitting at the County level we have a really good opportunity to think about this in a more cohesive way.

MS. BIRKS: Thank you.

MR. COOLMAN: Gretchen?

MS. CASSINI: Thank you, Mr. Chair.

We mentioned briefly at one of our previous Oversight Board meetings that the County and the MPO submitted, as co-lead applicants, a Safe Streets for All grant, planning grant, to the feds.

We should be hearing about that in the next couple of weeks.

The whole idea of the Safe Streets for All planning grant is that it allows the entire County, all the municipalities, the MPO, to then, upon successful completion, pursue implementation grant funding, which would heavily leverage the surtax.

So we -- we do agree that there does need to be a uniform, collaborative approach that the entire community and region embraces.

MR. SMITH: I just want to say how much I love that. And the reason specifically is that it serves as a model.

This is something, when I was working at the city level years ago and we were talking about Lauder Trail, we talked about setting something up, just as almost like a demo area.

We don't have anything like that in Broward County, where people see it and they say, oh, this is what it could be. This is what it could feel like, look like. It's safe.

You know, they brought up Hollywood Broadwalk. The reason it's there is because it's been there forever that way. It didn't have to get moved around and rethought.

There are really smart ways to think about these things. I just love that idea.

MR. COOLMAN: Anyone else?

Thank you very, very much.

MS. BIRKS: Thank you for having me this morning. Thank you.

MR. COOLMAN: Thank you.

**I - WASHINGTON, D.C. UPDATES AND DISCRETIONARY GRANT
OPPORTUNITIES OVERVIEW -- MR. GREG BURNS, THORN RUN**

PARTNERS

MR. COOLMAN: Gretchen, do you want to go back to the Washington, D.C. update?

MS. CASSINI: Yes. We will go back and make sure that we've got Greg on the line. Greg --

MR. BURNS: Can you hear me?

MS. CASSINI: We can hear you perfectly.

Let me actually ask you, when you're ready for me to advance your slides, let me know. I'm going to go ahead and get the clicker, and we will set your slides up.

Can you see your own slide show on the screen?

MR. BURNS: Not yet.

MS. CASSINI: Okay.

MR. BURNS: I can see the -- the previous slide.

MS. CASSINI: Okay. Give me one second. It's not -- it's not connected.

MR. BURNS: There we go.

Well, thank you, and apologies for the audio difficulties today. If any of that was on my end, I apologize.

But glad to be here with you all. My name's Greg Burns. I'm with a company in Washington, D.C. called Thorn Run Partners. We work on

behalf of Broward County and handle a variety of issues on behalf of the County, transportation certainly being one of them.

I wanted to come before you today and quickly tell you or provide you with some information related to some of your transportation goals, but also provide a bit of a look ahead with respect to the (inaudible) Congress, or the Congress that we're in now.

Gretchen, you can go ahead to the next slide. Thank you.

So I think before we jump ahead to the -- you know, to the future and looking ahead, I do think it's worthwhile to remember all of the things that the Congress did do, in concert with the administration, in a bipartisan fashion over the past two years.

So, obviously, you all are well aware of the Bipartisan Infrastructure Law having passed, but you may not be aware of some of these other things that Congress did.

And this is just really a very brief list of -- of a much longer list of what I would consider to be accomplishments.

And, again, I do want to note that all of these things, other than the Inflation Reduction Act, were all bipartisan. And that's important to note, because we're going to need to continue that kind of bipartisanship in the future if we're going to have Washington actually deliver on behalf of the people.

But -- but Congress also passed a Water Resources Development Act. That was important, actually, to Broward County for two reasons, one related to a -- a flooding-related study that -- that we're getting underway and (inaudible) -- the other, excuse me, related to Port Everglades, which was also an important achievement.

So we had language in that bill related to both of those issues.

Of course, there was something known as the CHIPS Act, National Defense Authorization.

They did pass a bipartisan safety gun bill which I think is notable. The first time that anyone has done anything related to gun safety in Washington in the past 20-plus years.

Granted, it might not be enough for what you all want, but it is something. It's a step in one direction.

So moving on, thank you.

In terms of what's going to sort of drive the agenda for the next year-plus, I mean, you all have probably already heard in the news the issues related to the debt ceiling.

That's going to really be a difficult challenge for Congress to work through, and the administration. You know, I'm hopeful that they will work in a bipartisan fashion to get us past that, but I think it's notable to mention that that's, you know, a big issue, because what it does is it sort of sucks

the energy out of the room when it's not been addressed.

So I think that to the extent that some of these things don't get sorted out, they're going to be drags on other proactive, effective legislating in Washington.

We're also going to have some challenges, I think, with respect to funding the government of the next couple of years, and I'll talk about that a little bit in the next slide.

Certainly, the House and the Senate, to be honest, are going to focus pretty intensively, but from very different perspectives, as you can imagine, on oversight and investigations.

When the Senate last year had a 50/50 split, they actually didn't have the power of subpoena, so their ability to do sort of oversight and investigations was relatively limited at the committee level.

That's going to change now because it's a 51/49 majority for the Senate.

And, of course, in the House, with the Republican majority, they'll be focusing a lot on these kinds of activities.

Two other items I want to mention briefly that'll be, I think, relevant to Broward County broadly is a Farm Bill reauthorization. And you may think, why does that matter?

Primarily that matters because 80 percent of the Farm Bill is

actually Supplemental Nutrition Assistance Program funding and -- and related efforts. And that's the Food Stamp Program for (inaudible).

So certainly many constituents throughout the County benefit from that program.

We also have a Federal Aviation Administration Reauthorization bill that'll be important for the airport, for instance.

And then I mentioned disaster recovery, climate change activities. I think those things will also be something that, in a bipartisan way, Congress can continue to address more effectively in the future as impacts from those things become much more great.

So you can see a number of other items on the left that will in part drive the agenda, and I won't really get into any details on those because they're not related to what you all really care about.

I did mention government funding, so I specifically or -- or briefly want to mention this chart and -- and talk about it a little bit.

So you'll see that on the left columns, in FY '22, the -- the government spent roughly 15 -- or, excuse me, 1.5 trillion dollars for discretionary spending. This is not Social Security, Medicare, or Medicaid, things like that, but it's kind of the -- the -- the amount that Congress sort of gets to decide on every (inaudible).

In FY '23, which was the bill that was passed in December of this

past year, they agreed on a top line figure of 1.646.

And you'll see these -- these figures are then broken down between defense spending and then non-defense discretionary.

Now, Republicans in the House have suggested they'd like to maintain funding at the fiscal year '22 levels for -- for the upcoming fiscal year, which will be '24.

So you'll note that that fifteen twelve number, it's hypothetical, but that's what ideally House Republicans would like to do.

But, at the same time, they're not likely to limit spending on the defense side.

So I've projected a potential defense number of nine fifty, which actually would probably be supported in a bipartisan fashion.

But you'll see that when you keep that fifteen twelve number equal, you end up then with a pretty small non-defense discretionary spending amount of five sixty-two.

That would be a dramatic cut, and that would impact transportation efforts.

So I don't think this is how things are going to end up, but, again, I did want to note that this is some of the spending conversation that's going on in Washington that could have some ripple-down impacts on the community should this kind of effort move forward.

So next slide.

So that was a discussion of spending on the House side. Now, here on the Senate side, we actually have a -- a couple what I think are interesting things.

First we have the Appropriations Committee actually chaired on both sides of the Capital by four women, both House, Senate, Democrats and Republicans.

These are Senators Murray and Senator Snowe from Maine. Murray's from the State of Washington, on the left.

They are the Chair and Ranking Member of the Senate Appropriations Committee.

So while Republicans were talking about maintaining spending levels at the fiscal year '22 level, you'll note I've included a quote here where they both put out a statement, a joint statement, that suggested that they would like to work forward in a bipartisan manner to -- to basically fund the government for the next fiscal year. So doing so in a way that probably does not propose the kind of dramatic reductions in spending that the House has suggested thus far.

So that will all come as -- as they get further into that discussion throughout the year.

So in terms of the Bipartisan Infrastructure Law, I mentioned how

that was an achievement. And I'll remind you, this is a five-year bill. It is not a piece of legislation that's kind of one year and that's all you get.

So in this case, it means that you'll have five years of opportunities to apply for projects and -- through -- through all the different programs.

So in terms of what's coming up, we have -- the RAISE Program is the largest discretionary grant program that there is. It's -- it's part of the infrastructure law.

You'll know that the RAISE Program previously was called TIGER and/or BUILD under prior administrations, so this is one that's now been around for more than a decade.

But -- but the next round of these applications are due later next month, actually. So in about a month.

We also have something known as PIDP, which is port infrastructure related. I mention this because it is relevant to Port Everglades. They may have an application. They've had them in the past.

And I believe, actually, they -- they were successful in an application in the first round of the PIDP grant.

And then there's a program that I think is important for Florida, in general. It's called the PROTECT Program. That's going to be a new opportunity that has yet to be released under the infrastructure law.

This is really meant to address issues related to climate change and sea level rise. So I think, you know, you all may have some ideas there that we could work on.

Gretchen, you mentioned just briefly that -- that the community had applied for a Safe Streets for All grant. Those award decisions actually are anticipated now to occur by Wednesday of next week.

And, therefore, if the County's application is successful, your members of Congress, I believe, will begin to get notifications as soon as today. And if not today, Monday.

So it's possible that you may hear some good news in the next couple of days. If that is true, you will -- you will hear it very soon.

We're also anticipating awards will be (inaudible) soon for the Bridge Investment Program. This is a specific bridge construction grant that was not previously available and is now available under the infrastructure law.

My understanding, again, is that Broward applied for one of these using surtax revenue as part of the match.

So you'll hear about that fairly soon, as well.

And there's a number of other programs that are all expected to be announced fairly soon, as well.

This is a list in front of you now of other grant opportunities that will

be available throughout this year, all for programs that are, you know, certainly eligible for the County and other partners to apply for.

I will note that the charging and fueling infrastructure, that's the first opportunity that this will be available, and I think that's going to be coming out soon.

The acronym for that is actually called the NEVI, which I for the life of me can't exactly -- it's like National EV Infrastructure, maybe, is what that stands for.

And this is a program where, in the way that the Congress set this up, actually, half of the funding is going to go to states directly and the other half will be available to locals to implement -- or to apply for directly.

So the State of Florida's going to get a formula allocation for a level of funding that, in the past, I've shared with staff at the County, and -- and now the County will have an opportunity to seek a competitive grant, as well, should it seek to do so.

And then, of course, here's another Safe Streets for All. The next application period will open in April and probably close, you know, 60 days after that.

Next slide.

So in terms of transit-related, specifically focusing now on transit, not sort of roads and -- and bridges and things like that, there will be

another round of what's known as the Low or No Emission Vehicle Program.

This is an effort for the federal government to support the purchase of primarily electric buses but, in some cases, people also apply for other fuel buses that are not gasoline powered or diesel powered.

And then there's a program known as the Buses and Bus Facilities Program, that helps both with purchase of buses as well as transit-related facilities.

So that application, the second round of that one will be available in the spring.

Broward County Transit has applied for both of these programs in the past, and actually had some pretty decent success, if not good success over the years.

So I know that -- that Tim and his team will be working hard to position themselves well for these opportunities when they become available, should they have projects at -- at the ready.

And then, of course, we have a very important milestone. The Broward Commuter Rail South Project has entered what's known as the Capital Investments Grant Program.

This has been a long time coming. They're -- you know, this is for really big projects that are -- are meant to be transformative, I would say,

but are bigger than what you would seek funding for through a discretionary grant program.

So in this case, the project is expected to be just under \$300,000,000. We are unsure at the moment as to how much of that funding may come from the federal government, but it would be a relatively sizeable chunk.

And you can see here that the project is hoping to complete environmental review in middle of this year, and ultimately receive federal funding in about two years.

So I know that we're going to be working hard to support this effort, moving forward, as well as other projects that will be entering the Capital Investment Grant Program.

This -- this major investment program is going to be much more important for the County, moving forward.

Last but not least, I'd mention that we are trying to work on -- with the County, potentially, on better positioning you all for these discretionary opportunities, grant opportunities as well as the Capital Investment Grants Program.

So we hope to continue to bolster the County and the surtax program success with achieving federal funding to support a -- a wide variety of -- of your initiatives.

So, with that, I appreciate the opportunity be with you and – and am happy to answer any questions.

And thanks very much.

MR. COOLMAN: Does anyone have any comments or questions?

Mr. Allen.

MR. ALLEN: Thank you.

Gretchen, who keeps track of the number of times that we have committed or pledged the surtax for these grant applications, whether they be federal or state?

MS. CASSINI: We do. I do. And --

MR. ALLEN: We do?

MS. CASSINI: -- Margaret Dalley-Johns.

MR. ALLEN: Do we, as a body here at the -- while eventually those projects will require some kind of sign off by us that the expend- -- or the proposed expenditures meet the criteria for use of the surtax, do we ever take a formal action when you make those pledges or you submit those grant applications that -- that we know -- as a body, know what is out there?

MS. CASSINI: Oh. So absolutely. In fact, a specific example I can recall is when we had to bring a \$500,000 request to you through the Public Works Department for them to even start the application process

with the State Department of Economic Opportunity and HUD.

This was the -- and then once we got through that planning level process, kind of the initial phase, then we had to bring a additional level of surtax funding in order to draw down the state funding, and you all had to approve that as well.

I think it was around \$5,000,000 for us to get 16.7 million dollars of state funding for roadway resiliency work in the BMSD.

With respect -- the reason you did not see the Safe Streets for All match is because we're utilizing in-kind, so projects that you've already approved that are applicable to the planning and -- and -- the planning side of Safe Streets.

So we have sufficient numbers of projects that are already approved with surtax funding to be able to act as match for that program.

If we are successful and we require additional match or additional projects, we would be coming to you with those requests.

MR. ALLEN: That -- is that project one of -- the one that's up between Broward and Boca, in the -- I forget what it was called --

MS. CASSINI: Loxahatchee Road?

MR. ALLEN: -- Loxahatchee.

MS. CASSINI: No.

MR. ALLEN: That's not one of --

MS. CASSINI: No. Loxahatchee Road is a construction project, but we brought you the match request for that as well.

MR. ALLEN: Okay. I just think it might be useful, on a quarterly basis, that we have some kind of report in front of us, just so we know what the status is on these projects on -- outgoing, you know, that in three years, when this project gets funded, we have already committed that money as part of the surtax.

MS. CASSINI: Sure. So right now, the way that you get those reports is if the project is awarded.

So if you would like us to also include a section of pledged, we're absolutely happy to do that.

MR. ALLEN: I would like to -- I -- I would -- you know, I'd leave it to my other -- my fellow board members, but I would like to have that knowledge of what's hanging out there in the various application processes.

MS. CASSINI: Duly noted. We can do that.

MR. COOLMAN: Anyone else have any comments?

Gretchen, I just want to say something. It would appear to me that, because the citizens passed the surtax, the penny, we've really positioned the County to get a lot of funding we would have never had.

And I think we need to thank the citizens.

And this is something that, you know, I don't know how you get that word out, but this is such a great opportunity that the citizens have given us, so let's make the best of it is really -- and, Mr. Burns, I thank you for your presentation, and I -- good luck with all the bipartisan work you have to do.

MR. BURNS: Thank you.

MR. COOLMAN: All right. Gretchen, before we go on to Number 3, I have comment about -- I asked Ms. Birks to stay. I have a question on procedure, I guess.

I think what -- what Mr. Frazier brought up is we started to talk about what we can actually do to get her presentation to the cities, the County, and -- and is that something that we need to take up under new business or old business or how do we want to handle that?

I think -- am I clear on what I'm saying?

Do we need to do anything or is -- are you, as staff, going to take our comments and -- and push through better communication or whatever you want to say?

But we need to do something. I -- are -- do we need to do anything else, is my question.

MS. CASSINI: So because it doesn't require any formal action for you all to make recommendations, what I generally do is I take the

information that I glean from your comments, check it against the verbatim minutes once we have them, just to make sure that it's accurate.

But if you would like me to do something more quickly, then I don't get the verbatim minutes.

If we can wait for the verbatim minutes, then I pull that together, create a transmittal letter that Mr. Hooper then signs --

MR. COOLMAN: Okay. I want --

MS. CASSINI: -- off on.

MR. COOLMAN: Okay. I just wanted to make sure we're going to do that. That's fine. I -- I think you can wait for the minutes. I don't think it has to be done.

Thank you very much.

MS. CASSINI: Sure. And I would also share that with the -- the single surtax points of contact for the cities and the MPO Surtax Services staff.

MR. COOLMAN: Well, I hope, Ms. Birks, it was worth staying to hear that. I wasn't clear myself, so thank you.

MS. BIRKS: Thank you, sir.

III - BROWARD COUNTY TRANSIT ADVERTISING PROGRAM

OVERVIEW - MR. TIM GARLING, DEPUTY GENERAL MANAGER,

BROWARD COUNTY TRANSIT

MR. COOLMAN: Do we want to go on to Number -- I guess it's --

MS. CASSINI: I need you to turn your microphone on.

MR. COOLMAN: -- Number 3, Mr. Garling.

MS. CASSINI: Tim, do you (inaudible).

UNIDENTIFIED SPEAKER: Clicker.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. GARLING: So good morning. Can you hear me? Okay.

Thank you.

Hey, so, just -- just as a start before -- before we get into the presentation, there are just a number of issues I just wanted to talk about briefly to follow up on the discussion that we just had, and I think maybe to take up what -- what the -- the Chair just brought up about, you know, how do you take that information from the focus groups and the public and make it actionable.

You know, so certainly I think Gretchen mentioned that a lot of the things that we've learned from that focus group are things that we've learned from other focus groups that we have.

And so -- so some of those things -- some of those things -- some of those things are not new.

But I do think that what we'll see in this year's budget process, and -- and I -- I think one thing that we could promise is that you could see our

strategic approach to these topics of -- of how we're going to improve service and reach out, kind of almost point-by-point.

And we can, as we're presenting our -- the budget for the upcoming year, we can -- we can really help underscore and show you how we're sort of aligning to what these things are, because that's actually our intention. You know, that -- that's why we're here, that's why we spend not only the surtax money, but the federal money and the state money and the things that we have, is to try to improve and, you know, address the concerns that the -- the public has, the desires the public has about how we can give them better public service.

I did want to mention, so -- so we will be back, strategically, and you'll see how our money is aligning to these particular topics.

And then we can actually -- we can debate and discuss is it enough, right? Are we putting the right emphasis on things.

But -- but I think at least from the -- the transportation point of view, the BCT point of view, you know, we -- you know, our upcoming plan, even this year's budget, aligned a lot. And what's coming in the future aligns a lot.

And just a couple quick items before I get back into advertising from -- from what we heard from the -- the very good presentation on -- on the -- on the focus groups.

There was a comment about the plan, right? You know, what -- what's the -- what's the long-term plan.

We are -- and I've talked about this before -- we are nearing the completion of PREMO, our Premium Mobility Plan.

And we actually expect to have discussions with our County Commissioners really coming up in the month of February, and then sort of going on the road with sort of the -- the completed network of what we think that plan is going to be.

So remember PREMO, Premium Mobility, was going to be that combination of bus rapid transit and light rail that would be those high-capacity corridors that would really create and provide brand-new services.

So some of the things that we heard earlier about how long it takes and whatever, these premium services that speed things up, that let you get to a corridor and move you north/south and east/west across the -- the County are going to be critical to actually making people want to use transit, make it more usable for -- for transit.

So that's coming. And, you know, we're thinking just in context that's about seven routes or so for bus rapid transit, 150 miles, and somewhere in the order of 20 to 30 miles of light rail.

So that's coming. So that plan is emerging and evolving. There

will be public meetings to go over that plan as we get towards the summer, and hopefully looking for the Commission to finalize it.

And with that plan in place, then the next step would be then start building projects, right? Start defining just what we saw with the commuter rail service, a locally preferred alternative for bus rapid transit, a locally preferred alternative for light rail, and really start to get going on a long climb to put those services in.

So I think there's some good things coming for planning.

Just -- just another couple of very quick points.

You know, I actually had a similar experience talking to somebody. They brought up a person that got stranded at, you know, the Sawgrass Mills Mall.

I talked to somebody at our downtown terminal that worked in the, you know, hospitality industry. They -- guy was a busboy and worked until 2:30. The buses don't run at 2:30. And literally had to wait overnight to take the first bus out in the morning.

And, you know, so that -- those are the kind of -- in our community, you know, east/west, those are the kind of issues that come up.

And we -- we have just implemented our Late Shift Connect service that actually provides subsidized cab rides. So that -- that program is rolling out and, you know, helping to provide that service.

And I think it kind of underscores the answer to the issues that we have for transportation are going to be varied and many. It's just not going to be running the bus system all night long, right? It's going to have to be something cost effective, something where we can leverage technology, where people can call for a subsidized cab ride or something.

So those programs are just beginning to -- to come forward and roll out to address those kind of needs for -- for late at night.

So I think, you know, from planning you're going to see layers of various types of services that -- that are going to address those needs.

A couple more just -- just very quick ones.

You know, credit cards on buses. You know, technology is evolving quickly. Just a few years ago, that's something we always kind of dreamed of, like could you just pull out your credit card and swipe it on the bus.

And a few years ago, just the whole issue of how long it would take the bus to communicate with the bank to let you know that there was money on the card, and it just -- you -- you couldn't do it.

But the technology is rapidly improving and, believe it or not, yesterday, we were in a meeting with our vendor that provides -- that provides our -- our fare boxes, and we were discussing what the industry calls open payment. In other words, where you can come in with your --

with your card, where you don't need a special transit card or something, and you can just ride on the bus, and that that technology is actually available.

And we're looking right now, well, how can we plan it and how can we get that implemented.

And our discussion was, you know, not how do we -- how do we build a perfect fare collection system, but our discussion yesterday is how can we implement things quickly that can provide functionality and -- and usefulness.

And one -- one last thing I -- I just wanted to say about TOPS that was brought up.

Really since the pandemic -- and I'm not quite sure when -- when all the -- the focus groups took place. Since the pandemic, the TOPS system has been accepting applications via email. So you can electronically send emails in, you know, on TOPS.

And the TOPS -- the TOPS program is a -- it's a specific program. It's a federally mandated program. There's a lot of criteria for it.

And the applications are detailed. That's for sure. And -- but we meet all the federal requirements. They have to be reviewed.

It's really -- it's really focused on people's functional ability to ride the system. And it's something that, you know, our system kind of follows

through and -- and does.

So, anyway, just -- that just catches up on a -- on some of those issues.

And so now we'll get to -- it -- it's a brief presentation on advertising, about what our current advertising program does.

Hello. Am I doing this wrong?

MS. CASSINI: No. It just keeps disconnecting.

MR. GARLING: Okay.

MS. CASSINI: You can use the mouse and we'll figure out what's going on with that.

MR. GARLING: Okay. There we go.

Okay. So the purpose of these few slides really today is just to talk about the advertising program that we have in place and that we're pursuing, and then we can -- we can have discussion about it.

But, you know, so just as an overview, the public transportation industry has been using advertising on the side of the -- the buses as a way to generate income for decades. It's been used for a long time.

In the industry itself, over a half billion dollars are brought in to help transit systems run and provide service across the country.

Over the last six years, we've brought in almost nine and a half million dollars with -- with bus advertising.

And, again, by having this money, it goes directly to -- to our -- our service quality.

On -- on the idea, well, does advertising itself help or hurt ridership, there -- there's really -- and I haven't found it in my -- in -- in my experience, but there's no empirical evidence that says if you do advertise -- even if you put wraps on the bus, there's no empirical evidence that it actually reduces or impeded ridership.

And, you know, I think advertising certainly is -- is a product that, you know, businesses are likely to continue to want to pursue in the future.

And then to the advertisers, you know, the transit ads have a good reach, you know, particularly for -- for local businesses, has a good ability to promote local and small businesses, to get their word out.

It's an efficient way to make an -- a memorable impact on -- on how service can be provided.

It increases brand exposure and, you know, provides benefits for the people who advertise.

So our program, right now we are in the middle of a procurement for a new advertising vendor. That -- that -- we're -- we're kind of stuck right now. We're in an appeal process in this procurement. And so we can't go forward with it until this appeal process is complete.

But we're kind of right in the middle of it, and as soon as the appeal is resolved, then we will be implementing this new program.

The new contract that -- that we --

MR. COOLMAN: Excuse me.

MR. GARLING: Yes.

MR. COOLMAN: Are we allowed to know what this appeal is about? Or can't talk about it.

MR. GARLING: Well, yeah, it's -- basically, it -- it's on -- the -- the two vendors are in a dispute about did they meet the proper criteria to -- do they meet the proper criteria to get the procurement, right?

So there was -- there was a certain list of items that you have to apply for, and there was a question if one of the vendors had actually properly calculated the revenues that they would give us based on a certain number of years.

MR. ALLEN: Are there any members of the selection committee in this room? Okay.

MR. GARLING: Okay. So -- so it's really -- the question is, is it a correctable error or not. And the two vendors are in dispute about it.

MR. COOLMAN: Yes. Okay. Does it have anything to do with advertising?

MR. GARLING: Well, no. It does not.

MR. COOLMAN: Okay.

MR. GARLING: Not -- not -- yeah, not the advertising itself.

So, anyway, we're just -- we're just -- we're just waiting to get that resolved. Then once that's resolved, we can -- we can go forward with it.

So our vendors sell advertising on both the bus interiors and exteriors, as well as we have some video display boards at our terminals.

Our new contract eliminates the full bus wraps. And you'll see in your -- in the future what our buses would look like in the future with our advertising.

The way our contract works, the vendor provides a minimum annual guarantee.

The current annual guarantee is about 1.25 million dollars, right?

And if -- if the vendor exceeds 1.25 in their sales of advertising, we get 60 percent of -- of additional sales.

And so right now, it looks like we're trending to about 1.4, 1.5, you know, million dollars.

MR. COOLMAN: Could you break that down so a layman can understand that? Because I -- what you're saying is he pays you a certain amount based on how much he makes, average?

MR. GARLING: Right. Exactly. So --

MR. COOLMAN: How do you track that?

MR. GARLING: -- so they -- they -- every single -- every single bus, right, has a certain value, right? Every sign has a certain value. So we know every sign that goes on every bus, so we see every -- every bus that is sold.

And they give us a monthly report, and they give us a -- a -- the guarantee of what they have -- they give us this monthly guaranteed value, and then anything above -- of their sales above that minimum guaranteed value, we get a percentage of any additional sale.

MR. COOLMAN: Am I the only one at this table that doesn't understand that yet? Because I -- to me, I don't -- I just don't understand how you -- how you get the values determined. I -- I'll --

MR. GARLING: Well, so the --

MR. COOLMAN: -- I'll tell you -- we can talk about it later, because

--

MR. GARLING: Okay. But -- but the --

MR. COOLMAN: -- I don't want to take up time.

MR. GARLING: Okay. But the contract --

MR. COOLMAN: But I don't understand --

MR. GARLING: -- determines --

MR. COOLMAN: -- how that works.

MR. GARLING: -- how much they're going to pay us. They

guarantee us --

MR. COOLMAN: I understand that part, but --

MR. GARLING: -- that, and then they sell --

MR. COOLMAN: -- it's based on --

MR. GARLING: -- advertising.

MR. COOLMAN: I'll -- I'll have a word with you after.

MR. GARLING: Okay.

MR. COOLMAN: Thank you.

MR. GARLING: Fair enough. Okay.

And so this is just the sum of the -- you know, that last six years, that 9.4 million that -- that we've talked about, just to show you the -- the level of service that we get.

It's a relatively simple process. The vendor submits advertising proposals to us.

We have to okay every ad that goes on the side of the bus.

It has to meet the County's Advantage Marketing Plan. The County has standards for advertising.

We have a requirement to give them feedback and approve or disapprove.

They can't subdivide or resell it. We only have to deal with the particular vendor.

And there are certain prohibited things. This is in the County's Advantage Plan. There are certain things that you can see that just are not going to be allowed.

And these, I think, are pretty common sense. And if you get to the - - if you get to a place where there's some -- some concern or debate about whether or not it makes sense or would meet those standards, we vet that with the County -- with the County Office of -- I'm sorry. I've got to look here -- the Office of Public Communications, Margaret Stapleton's group, as well as the County Attorney's Office that would help advise us.

So -- so we vet and make sure that any of -- if there's a debate with the vendors or they push back on us, we -- the County has the final say what goes on the bus and what does not.

MR. COOLMAN: And the Advantage Marketing Program standards, is that something you can brief us on someday? I don't --

MR. GARLING: Well --

MR. COOLMAN: -- what's that mean?

MR. GARLING: -- these are -- well, it -- it may be better for the marketing experts from the County to come to do that, but it's my understanding that these are basically, at least, the -- the main standards that the County use, and we adopt the County standards in our contract.

MR. COOLMAN: Okay. Thank you.

MR. GARLING: So it's these types of -- it's these types of issues.

MR. COOLMAN: Right.

MR. GARLING: So right now, we actually prohibit advertising on a number of the buses on the system.

So our express buses that are used, the new electric buses have a -- kind of a special marking, and any branded route. Anything that has, you know, some sort of a special purpose.

So for the long term, for example, with our bus rapid transit system, in the new contract, we're not going to allow advertising on the -- on the bus rapid transit.

So specialized or branded services, we don't allow advertising on.

So as a percentage of our fleet, it's -- it's almost, you know, a third of our fleet actually is -- advertising is prohibited from being put on it.

MR. COOLMAN: All right. Will we be able to do any promotional -- whether you want to call it advertising -- about our system versus what I -- what's commonly said you can't do that. Promotion and promoting ourselves, will we be allowed to do that or not?

MR. GARLING: Well, yeah. There is an opportunity. Unsold buses -- or unsold buses, advertising unsold, we are free to use those buses for advertising. We just have to pay the expense of the artwork and the installation.

MR. COOLMAN: You're saying if the bus -- if you don't have an advertisement --

MR. GARLING: Right.

MR. COOLMAN: -- on it --

MR. GARLING: If there's not an advertisement on the bus.

MR. COOLMAN: -- you're -- you can put your own promotional on it.

MR. GARLING: Yes.

MR. COOLMAN: What about these special -- if these buses, the specialty buses, are not going to have advertising, then wouldn't they qualify for promotion -- promotional stuff from us?

MR. GARLING: Well, they could, but the reason -- the reason we don't put advertising on it is we are trying to brand the buses by color, by name, by design.

So it's really part of a marketing effort to say, take the BRT -- usually like a bus rapid transit service is going to have some specific name. Like a -- one in St. Petersburg is called Sun Runner, right? And so it has a particular look and brand.

And certainly in the industry, that's how we think we attract ridership to it.

So -- so we -- we want those kind of buses to stand out, because

we're trying to get specific --

MR. COOLMAN: Okay.

MR. GARLING: -- riders to come to them.

MR. COOLMAN: But if you said, if you need a ride, call this number, like the person -- maybe they wrote that down and wouldn't get stranded somewhere.

I'm -- that's what -- I'm trying to help people understand how to get a ride.

Does that make any sense to anybody? Am I (inaudible).

No one wants to comment.

I mean, wouldn't that -- if -- if people knew they could call this number --

MR. MUNOZ: I -- I do think that would be possibly a good idea.

Maybe some minimal branding, I suppose.

MR. COOLMAN: I don't call it branding. I just call it information.

MR. GARLING: Well, I --

MR. MUNOZ: Yeah.

MR. GARLING: -- I don't know that that's really advertising, right?

You know, markings on the side of the bus where maybe even a -- a connection to a -- a social media site or a phone number that -- that could be sort of, you know, not -- not really taking up a space on the side of the bus, but actually, you know, sort of part of the logo and the name or

something, that's -- that's what I would consider those --

MR. COOLMAN: I just think we --

MR. GARLING: -- types of --

MR. COOLMAN: -- need to --

MR. GARLING: -- markings.

MR. COOLMAN: -- rethink that a little bit, especially based on what we heard this morning.

MR. GARLING: Yeah, no, I -- I think that's fair. I just wouldn't think of that as necessarily sort of like the billboard advertisement.

MR. COOLMAN: Well, I saw your presentation. I read ahead last night. And I think you solved a lot of our issues by scaling this whole thing down.

MR. GARLING: Okay. All right. So we'll -- we'll just proceed quickly here.

So this is just showing you the 265 buses that we have to put the advertising on.

We have a number of -- and I'll get into what they look like.

And in the interior bus, we have -- we have placards so the people that sit on the bus can get information and see.

And then sort of a new product that -- with the new contract that we're going to allow sales on is we'll have monitors inside some of our

newer buses that will actually be able to play advertising.

And I think as those things roll out in the future, those will be sort of attractive to local business and things.

And right now, those monitors, those 96 monitors, we're using them for -- kind of back to your point, we're using them to talk about our service now to get our ticketing and -- and numbers to call, and the Late Shift Connect.

And so those 96 buses right now, on the interior, are talking about those types of issues.

As we get new buses that come in, new buses are going to come in with those interior monitors on them.

So over time, I think you'll look -- in the future, every bus is going to have those types of monitors.

And then so -- so real quick. So we -- we'll hit this issue. We -- the new contract is eliminating those full wraps, you know, that the -- the advertising takes up the entire bus.

So it's limited in scope. So, you know, we had various names. There were like Kongs and King Kongs and stuff, so -- but, you know, the -- the Kong is now our largest one. We have a King and a Queen, and then we do the interior placards.

And probably the better view is this to show that instead of that full

wrap, where you can't see the bus or the brand, right, you can easily notify or identify that it's a public transit vehicle.

And then maybe back to this point, we can -- we can look towards, you know, social media numbers and call-in numbers or something that -- that maybe we can -- we can fit in, you know, either in the side or the front of the bus or something like that that -- that could -- could address that -- that just kind of basic like how do you connect, right?

And I think that, you know, with -- with this, just to -- to kind of summarize, right, it's -- it gives us those revenues, our new contract does make changes.

Compared to the last discussion that we had, it makes some significant changes.

And we don't really want to use it on those new services.

But, on top of that, marketing is not just the side of the bus. So we have a pretty robust social media program that's growing over time.

And I was just thinking, as we were listening to the other conversation or listening as we were -- we were talking, maybe a good thing to do would be for us to come back and report on our marketing program.

This is just -- this is a slice of how we would do marketing.

And we are -- we really do believe, and we're bullish, that social

media -- most people -- if you go ride the bus, most people have a phone. People of all walks of life, you know, kind of have them. So having a social media presence and pushing the information out through both social media, TV/radio ads, and things like that, that and maybe to come back with a more robust presentation on all of our marketing pieces would give a little more comfort about how we're trying to get it out.

And -- and if I could just make one more comment.

We still have to put in context where we are. Even listening to the focus groups, you know, we've just come out of the pandemic, and it has been unprecedented.

We spent time telling people only ride the bus if it's absolutely necessary. We spent time restricting the number of people that could be on each bus to 50 percent of the size.

So that has been a shock to the system and to the riders. It has been a shock nationally.

We are only about 90 percent of the service that we used to provide, because I've talked about these operator shortages, that we're trying to build ourselves back.

We're about 80 percent of our pre-pandemic ridership. We're doing better than nationally. Nationally, transit ridership is around 70 or 75 percent recovered.

So things aren't really restored to where we were before. So we're still -- we're still climbing.

So what that means is longer space between buses and not the coverage we want, and not all the things that we really promise with the -- with the sales tax.

We have to get back to where we were before and move forward.

We are planning to increase service next year. We are planning to try to take this year to get back to where we were.

We're making some inroads on number of operators. I think we're about 70 operators short. We -- we've done a big climb. It takes time to -- to bring people in and to maintain them.

And we're looking at service increase and annual service increases really beginning the -- the next year.

So I think the -- the -- a lot of those things that we talked about earlier today about how frequent the buses are, the convenience, the coverage of those things, those things are still all to come.

So -- but that -- that's really the presentation, and happy to answer any questions.

MR. COOLMAN: Yeah, before we take questions, I just want to -- you want to say anything else? We don't want to rush you. Your information is so important.

MR. GARLING: Okay.

MR. COOLMAN: So if you want to say anything else, we can worry about when lunch happens, okay?

MR. GARLING: Okay. Okay.

MR. COOLMAN: Anything else you'd like to say, please do.

MR. GARLING: No, so I did -- you know, we do a lot of marketing on -- on our system. And like I said, trying to pick the right way to reach both customers and non-customers is kind of part of what we do. We have a whole -- a whole group that does that. We do outreach events.

So -- so we have really robust -- we have robust efforts.

And I think it would be valuable that -- that we come back in and discuss those -- those more, to supplement this conversation today.

MR. COOLMAN: Great. Thank you.

Mr. Allen.

MR. ALLEN: Mr. Chairman, that gets to the point -- and, Tim, thank you for the presentation.

But have you compared -- we need to see that -- we would like to see that marketing program and also play that off against the ad revenue that we're getting for selling revenues.

In other words, are we -- what's the magnitude of our marketing efforts in terms of dollars and cents versus the million dollars a year that

we're getting in advertising revenues, and whether there's a possibility to shift some of our marketing expenditures by utilizing the space freed up on the buses for marketing programs without selling that advertising out into the private sector.

And, secondly, to the extent that -- that there is leftover space to sell, why not give that away to not-for-profits out there that may be looking for methods to get their programs advertised in terms of the value of that million dollars is -- is just a small piece of the overall marketing effort.

MR. GARLING: Yeah, I would say, though, that accumulating, right, that million dollars a year, you know, year by year by year by year, not using surtax money for that million dollars that we can bring in, saves us -- you know, saves us money.

Twenty years of a million dollars, we can buy a whole new transit facility. We can buy 20 new buses. We -- you know, we -- we can -- you know, we can help advance the system.

The question really is how do you get more riders on the system.

UNIDENTIFIED SPEAKER: Right.

MR. GARLING: And just think about the old -- it's old school stuff, right, but the marketing mix, product, price, and promotion. It's not just promotion, you know.

And in transit, it's generally not price, because it's the cheapest

option.

It's product. It's the amount of service that we have out there.

So we know the whole -- one of the main issues of the surtax was to increase the amount of transit services that we can deploy to the public. We've been kind of, you know, hamstrung with that because of COVID and as we get back.

But, you know, the public is rational. They will ride transit if it serves them.

We've got to get more coverage, more frequency, faster service, all those things that we're -- we're building to -- to get to.

So the issue is how do you get people on the bus. And it's -- it's complicated. There's a number of different things you have to do.

And simply advertising isn't -- isn't the sole way that we're going to get where we want to go to encourage more and more transit riders.

MR. ALLEN: You know, we -- as an example, we've done a lot of videos internal to the MAP program, and short videos about what MAP is. Now that you're moving to the video screens inside --

MR. GARLING: Yeah.

MR. ALLEN: -- can you be advertising and -- and playing that video of what MAP is and what are the next options for public transit?

MS. CASSINI: Well, today, Transit is having their own unique video

shot. So -- today and tomorrow. There will be -- there are videos being developed.

And I think it's completely up to them, I mean, as the agency, you know, whether or not they want to utilize something like that internal to their buses, but it's certainly an option that would be available.

MR. ALLEN: But it's an option to us, also, to make a recommendation that part of our funding may be to advertise the program of -- brought to you by MAP.

MS. CASSINI: Sure. Sure.

MR. GARLING: So absolutely. I -- and I think that's an excellent idea. Because we're -- you know, our video screens on the inside, we're talking about, hey, you know, here's our mobile ticketing. Here's how you get it, whatever.

So we absolutely -- we can use static. We can use mobile on the inside.

You know, people -- people on the inside of the bus, you know, that's -- that's a captured market, you know, to look at.

Generally, we're underutilizing that interior, you know, bus space.

So we can do any number of those things. We just have to pay production costs.

We have up -- I think we have up to 12 placards that we can put on

the bus to use for our purposes.

So absolutely we could do those things, and we can work with Gretchen and her staff.

MR. ALLEN: Well, I -- I'd still like to see the marketing program, overall marketing program --

MR. GARLING: Sure.

MR. ALLEN: -- and how that compares --

MR. GARLING: Yeah.

MR. ALLEN: -- in terms of costs and revenues to the advertising that we're getting from existing bus space.

MR. GARLING: And in our -- those kind of revenues, we have trades, industry trades and things like that. So it's a picture of those things.

So I think that makes sense, to come back.

MR. COOLMAN: Mr. Garling, one last request.

MR. GARLING: Yes.

MR. COOLMAN: You made a statement a few meetings ago, we can do a lot of things, but until we have A, B, and C in place, which is more -- more -- you did it so concise. I'd like -- if you can remember, I'd like you to repeat that.

Because we need to understand why our mass transit system isn't

working as well as other places. And you pretty much made a concise statement as to why.

MR. GARLING: Well, you know, so, now, with my advancing age, you're really testing me.

(Laughter.)

MR. GARLING: So -- but I would say -- so, back to context. You know, the public transit system in Broward County for many, many years, before the surtax, that system was -- I would really call sort of almost like a social safety net system. It was really designed to provide sort of the minimum level of service that you could, and to try to sort of fit that in in some kind of regional budget, because we didn't have a sustainable funding source.

What that meant was a grid system with very few buses on each grid. And that meant you had to transfer, and it was going to take you a long time to get from place to place.

So we heard some of that with the focus groups. You -- you heard people say, well, it's going to take me two, two and a half hours.

So the system design, right, the amount of money that we put in the system, was not really commensurate with an area of this size, and it wasn't commensurate with trying to address and get what we'll call in the industry, choice riders, people who have a car, right? Because that's the

people we need. To reduce congestion, we need to get people out of their cars.

So what we have now, people that don't have a lot of access to cars and have no other way to get around. And the fact of it is, with some exceptions like the express routes that we have, where I think you see choice riders with that, our system still hasn't gotten to there, right?

So we have the -- the promise of doing that, and -- and COVID stopped us.

In 2020, when we were stopped by COVID, we had a ten percent service increase planned, right?

So the future, back to this idea that people are rational and people will use public transportation that serves them, that we have to create a rational system.

And I think the core of that rational system is there has to be frequent and speedy service across -- you know, across the area.

And the sub -- the sub point of that is the future is really in mobility management. So we no longer can just be the 40-foot bus system. We have to manage a number and a variety of different types of services, from commuter rail to light rail to bus rapid transit to the 40-foot bus to community shuttles to micro transit to late night cab ride services.

And then my old general manager, when I was in -- in Oregon,

which is a well-planned area, they've got great public transportation. He said that public transportation is a pedestrian experience, that generally the people that ride public transportation walk to it and walk away from it, or take a bike to it, right?

So part of these other discussions about how do we build that pedestrian infrastructure in an area that was really created for cars, those all fit together in -- in the program of -- of doing it.

So more service is really the key. So as we talk in the upcoming budget, you know, a couple hundred more buses, several hundred more operators, more coverage, more different types of services, that will start to build that seamless network that people can actually use.

We're not at that seamless network right now. We're just -- we're just not there.

And I actually don't apologize for it. That's just what it is.

And the future, we have the money for -- you talked about leveraging the federal dollars. We have the money and the capabilities to build that kind of world-class system and get there, but we have to build.

MR. COOLMAN: I now remember what you said. We're not going to have a --

MR. GARLING: Good. Because I didn't.

MR. COOLMAN: -- successful mass transit system until we can

get the guy out of his car because he has a better alternative --

MR. GARLING: Yeah.

MR. COOLMAN: -- than driving.

MR. GARLING: Yeah.

MR. COOLMAN: And that's --

MR. GARLING: The rationale.

MR. COOLMAN: -- that's it.

MR. GARLING: Yeah. And you can't -- you can't -- you can't fake that, because people make rational --

MR. COOLMAN: You can advertise all you want --

MR. GARLING: -- choices.

MR. COOLMAN: -- but if you don't have --

MR. GARLING: Yeah.

MR. COOLMAN: -- a system in place to give them a better alternative than driving, the sad news about all the traffic we have out there, they're going to be looking to mass transit, I hope.

So we need the system to -- to answer that.

Thank you very, very much.

MR. GARLING: Okay. No, I appreciate the opportunity. Thank you.

MR. COOLMAN: Anybody else?

MR. GARLING: Oh. Yeah.

MS. MADDEN: This is -- I don't want to belabor it, but last time you were here, or maybe the time before, I looked at the My Ride app. I guess on the comment of convenience and seamlessness, if there could be software development or maybe something's underway that you could brief us on.

Because, you know, you can pull up like an Uber or a Lyft and you say, I want to be here, and I want to get to Sawgrass Mills, and -- and then it tells you, you know, how long that's going to take and where you need to meet your car.

Maybe there's a way, like, okay, you need to ride your bike to this bus stop, you can catch this ride, and then you'll be there at this time, you know, that kind of thing.

MR. GARLING: And -- and maybe that type of -- of -- that type of discussion, maybe that is worthwhile to do here, because some of that we can do right on things like Google Transit, which is where a lot of people go to do that.

But maybe in the context of a marketing program, or maybe in a couple of things, to really show how it is available for people to get out there, because there's a lot of that stuff.

We have those trip planning functions and those links and stuff that

maybe we could be more -- by -- by demonstrating in -- in a forum like this, maybe that could be more informative and also could be used to help inform the public,6 as well.

MR. COOLMAN: Anybody else?

Thank you. Thank you very much.

MR. GARLING: Thank you. Appreciate it. Thank you.

IV - CYCLE 4 MUNICIPAL CAPITAL PROJECTS EVALUATION AND RANKING PROCESS UPDATE - MR. BRYAN CALETKA, MPO SURTAX SERVICES AND MR. TODD BRAUER, WHITEHOUSE GROUP

MR. COOLMAN: We're -- we're getting ready to go into the Cycle 4 Municipal Capital Projects Evaluation and Ranking.

I'm going to wait for Gretchen, because I'm hoping that --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: -- as part of this presentation, we will have an understanding of not only the new stuff --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: -- being requested, about some of the old stuff and has it gotten cleaned up, and are the new requests allowed to go forward if they haven't fulfilled their other (inaudible).

Gretchen, I'm -- I -- what I was saying is I hope as part of the presentation, or you can give us some information. These new requests

coming in, I hope you can tell us if there's some old requests that are still pending that what's -- what's the procedure for giving someone new projects when they haven't fulfilled the old ones and tying up our money.

So with that --

MS. CASSINI: So --

MR. COOLMAN: -- go ahead.

MS. CASSINI: -- Mr. Chair, I'm going to let Mr. Caletka and Mr. Brauer do the presentation, and then as part of the Q and A, I'll try to address that particular issue, as well.

MR. CALETKA: Okay. Good morning once again, Oversight Board. It's an honor to be here. Thank you, Gretchen, for inviting us once again to give a brief presentation.

Bryan Caletka with the Broward MPO.

And I have with me Todd Brauer with Whitehouse Group, our consulting staff.

And I'm going to hand the first part over to Mr. Brauer.

MR. BRAUER: Excellent. Thank you.

And, as Bryan said, here we are again. We're very excited to say we're opening up Cycle 4.

We've already worked with three municipalities in one-on-one meetings, starting to talk about their application, their development of their

application.

And let me -- oh, I went right to Q and A. That is not correct. There we go.

Yeah. I'm getting to you quickly.

Yeah, and -- and, again, this is an overview of what we're doing, because we actually just started the process. So that's the fun part about what we're doing is when I say that we're already doing outreach, we are sitting down with them in preparation of developing these applications.

I am happy to note that Bryan's going to give some more information about training, but we're getting a lot of interest. We're already collecting a lot of calls. We're getting the information there.

So when you think about new projects moving forward, we're absolutely on task for that, and that's the process that we're starting.

So already we're getting applications that are getting developed. We're getting questions about them, what kind of information that they need.

But as we start to do that process where we gather that information and work with them to then evaluate it, I always like to remind everybody that our key task is to rank and recommend those new projects.

So that is our focus for Cycle 4.

And all of that is under -- in the bottom level, you'll see the new

MPO E and R process.

So we work with this team every year. We have a debrief. We say, what went well, what are the lessons learned, how can we improve this and mature this program so that way we make sure projects are good and that they can be delivered very quickly.

I'm happy to report that that process has been approved by Monica. We had that on the 24th.

And thank you, Gretchen, for sending that to us.

So that's where we're at. So now our minds are really switching over to collecting those applications and then the ranking and recommendation process.

That, though, means we always have seven things that we remind ourselves of, according to what are our requirements from the second amendment.

So we focus our attention on that. So Bryan and I always have an eye for what are our legal requirements that we've signed into. So we're looking at things and making sure that we're meeting with them, that we're sitting down with the municipalities, either virtually or in person, to go through their applications, to understand them, to do the evaluations of what's already in the system.

So as I've shown you all in the past, this is a completely online

system. It's an advanced database that allows them to go on 24 -- 365/24/7. So they can get in there at any time and work on their applications.

The period, though, is for a 28-day period, but we allow them to open that up throughout the year, so even during the summer, we were taking comments and helping them develop their -- their applications.

We also have the cost estimates.

So there's all these elements that we're always looking at to make sure that we've got projects that we can rank, that we can get them to the Transportation Surtax General Counsel for a preliminary eligibility review, and then recommend those within the MAG.

So we're very excited this process has been starting, and so far, we're off to a bang-up start.

MR. COOLMAN: I have a question regarding the previous slide.

MR. BRAUER: Yeah.

MR. COOLMAN: Do you think it would be beneficial to add Item 8 that asks those cities to list other projects in -- in Cycles 1, 2, and 3 that are still pending so we have a record and they know -- and we know -- what those are.

We're not doing anything about it, but I think this is an opportunity to remind the cities that there's -- and we.

So I'd like to see an Item 8 down there.

MR. BRAUER: Well, I'm happy to report, we've actually already done it. So although it's not in the legal framework, every municipality has their own special password that they get into the system. Every application that they've developed, whether they're submitted it, whether it's gotten funding as a new MCP, is actually in the database. They can pull that report off.

Gretchen also has access to that system. She can pull the report for every city, how many are in the process, how many have been submitted, how many have been funded.

So it's actually all automated for your process.

MR. COOLMAN: I think that's wonderful, but, still, Item 8, I would say list of -- of older projects or something, and we need to keep hammering away at that, because this is money that's being tied up that we can't get anything done.

So I'd like to still see a Number 8 in -- not -- maybe it's not the list, but it's list of pending projects that -- you say you've already got it, but we ought to be reminded about it.

MR. ALLEN: Mr. Chairman?

MR. BRAUER: I think you're talking Cycle 1, which I know you'll address.

MR. CALETKA: Yeah, okay.

MR. COOLMAN: Yes, Mr. Allen.

MR. ALLEN: Is there any requirement for these applications before they come for -- I mean, you can do the evaluation, but before they come back to us that there is something that's been adopted by their elected body?

MR. BRAUER: Absolutely. And, actually, Bryan's going to go through that in the presentation.

MR. ALLEN: Okay.

MR. CALETKA: Yes, thank you.

So we've already held our training where we invite all of the city staff to come and look at the new changes that have been made to this process, working with MAP administration and the recommendations of the County Administrator, as well.

So on January 17th, we had several individuals from multiple cities attend. And we videotaped the presentation, so it's available on our website. So if a city was unable to make it, they can go and reference to it.

We also made a key change. We made it a little bit easier. We used to require them to attend training prior to getting their password to submit an application.

Now we -- we'll just take their word for it, because this is Cycle 4, that if you -- they have questions, we remain available, and that all they have to do is just contact me, and I'll provide that password to the municipality to speed things along so they can start looking at what they're looking to submit for this year.

Oops, wrong way.

MR. COOLMAN: Just a comment on that training. That training is probably very important, because cities' staff change and lose continuity.

So I hope -- I commend you for doing it, but it probably needs to even be done more.

MR. CALETKA: We agree with that. And, actually, we were looking this year to increase and make it a little more robust and more continuous, even during the off-cycle.

What we find is that since we have our deliverables due June 1st, we then work with MAP administration to go through and evaluate and review before it comes to you, to make sure that every -- all of our ducks are in a row, to make sure it's going to be a viable plan for the five-year plan.

And then in the early fall, we like to debrief and then provide learning opportunities for our communities once again.

So here's actually the application process. It's a three-step

process.

The very first step, the staff can actually spend five -- literally five or ten minutes inputting just the generics of where it is located, what type of facility is it, whether or not it's in a school zone.

And then they submit it for our review, and our team reviews it before they can proceed to Step 2.

In Step 2, they have to show that they have right of way ownership, because if they don't, that complicates things if you actually fund the project.

Also, we have not only public endorsement. We used to just require them to show evidence that they reached out to the public that would be affected.

Now we actually need to show that the public was positive about it, that they didn't come out and all hate it.

So a positive public endorsement.

And then a resolution of --

MR. FRAZIER: I have a comment on that.

MR. CALETKA: Yes, sir.

MR. FRAZIER: Could you explain the public comment? What is the process by which you evaluate that they did get the public comment? Is it, you know, they had a Commission meeting and somebody came

down and said, we're all in favor of it?

MR. CALETKA: No, sir. We actually --

MR. FRAZIER: Or what?

MR. CALETKA: -- we require them --

MR. FRAZIER: (Inaudible.)

MR. CALETKA: -- to hold a public outreach meeting with the general public. So they -- they give out flyers or knock on doors.

They hold the meeting, and then they provide us with minutes of the meeting, with a general summary of what the thoughts of the people were.

MR. FRAZIER: Does anybody on your team ever attend any of those meetings?

MR. CALETKA: No. We actually leave that to the city, because they choose the time. They don't even notify us of when they do them.

MR. FRAZIER: So we don't really have a way of verifying that they, in fact, did what they said they did.

MR. CALETKA: If -- if you had a dishonest city staff member, we would --

MR. FRAZIER: Well, we have a number of those.

MR. CALETKA: -- we would believe it. No, I --

MR. FRAZIER: So I -- like I said --

MR. CALETKA: -- and I understand. But I will tell you, whenever -- usually if the public supports it, we don't hear anything from the general public.

But I know we had a -- a recent meeting with one of the cities, and the public did not like it, and they reached out to me.

I was not invited to go or to speak, but they reached out, and I had it on record. And multiple residents cited the same thing. Like there were 17 residents there, all 17 voted against this.

So we do have a good idea if there's not public support. Less so when there is.

And then finally, to answer Mr. Allen's question, we do require a resolution of support passed by the governing body, the City Commission or the City Council, to show that not only are the public in favor of it, but that their voting decision-makers are as well at that time.

So important dates. February 10th is going to open up the portal for the cities to start submitting their applications, go through that three-step process.

It'll close at close of business on March 10th.

And then June 1st is when we will deliver the final ranked list, as long -- as well as the recommendations that we have for the five-year plan within the minimum annual guarantee that is provided to us by MAP

administration.

And we're here to answer any questions that you may have about the process.

MR. COOLMAN: Do we have any questions? I have one.

MR. CALETKA: Yes, sir.

MR. COOLMAN: Of the projects that don't qualify, I think I'd like to get an idea of why they didn't, so that hopefully we've -- you're doing a great job with educating the cities, they're filling out the forms right. And hopefully our issue with sidewalks and bike paths and -- only doesn't keep coming back.

That's my comment.

MR. CALETKA: I believe that, due to the positive changes that were recommended by MAP administration and the County Administrator, the way that the process will work this year is that we will rank all of them, and then we will submit a list to County Legal for counsel to actually go through that list beyond the MAG, so there's even some extra ones that might show up next year, so we'll already have that legal review in advance.

So that comes later in the process, but, obviously, any project that was deemed ineligible, you know, would be public knowledge.

MR. COOLMAN: Gretchen, would you like to add anything to that?

MS. CASSINI: So I think it's important to note that there's a new process that's in place.

The reason that Mr. Caletka and Mr. Brauer are here so much earlier than they were in previous cycles is because they're -- we're building in the opportunity for municipalities, at their request, to be able to cure eligibility concerns that are raised, to be able to give Ms. Wallace the opportunity to have direct communication with city counsel, to document the concerns, and for city staff to be able to address them and resubmit the application before the period closes.

So the -- the idea is that we are looking for ways of creating also, as you all have requested, some level of documentation about what the issues are, how they get resolved, and if they don't get resolved, why.

MR. COOLMAN: Thank you.

MR. ALLEN: Continuing on --

MR. COOLMAN: Mr. Allen.

MR. ALLEN: -- that point, Gretchen, first off, how -- what are the factors that determine what the recommended minimum annual guarantee for the municipality is -- are?

MS. CASSINI: Oh, so the minimum annual guarantee is actually based on the Department of Revenue projections.

And I receive the ten percent minimum annual guarantee figure

from the Office of Management and Budget.

I then communicate that to MPO through Surtax Services staff.

So the amount is a proportion, it's the percentage of what we believe we would receive in the year 2028.

MR. ALLEN: But I thought that we -- there have been years that we have funded less than the minimum guarantee, that -- funded less than the ten percent. No?

MS. CASSINI: No, we're not legally --

MR. ALLEN: I thought --

MS. CASSINI: -- permitted to fund less than --

MR. ALLEN: -- I thought we did in the first year.

MS. CASSINI: No. The first year, we were actually almost 40 percent. We had, I think, over 140 municipal projects that were recommended for funding, both municipal capital and rehabilitation and maintenance projects that came to you.

The value of those projects, plus the community shuttle program --

MR. ALLEN: Oh, okay.

MS. CASSINI: -- is what brings you to the MAG -- I mean what brings you to the total for municipal projects.

And so we have been funding significantly over the MAG.

MR. ALLEN: So to the extent that the community shuttle program

is increasing commitment, that will --

MS. CASSINI: Yes.

MR. ALLEN: -- reduce the amount less than the ten percent for the municipalities.

MS. CASSINI: So think of the pie as ten percent inclusive of community shuttle existing, expansion, municipal capital projects, rehabilitation and maintenance projects, and contingencies.

MR. ALLEN: But as -- as the piece of the pie that is devoted to the community shuttle increases, the amount that's available -- left over for municipal capital projects is decreasing, unless you increase the size of the pie.

MS. CASSINI: Yes. I -- although I think the caveat to that is that Transit is working on a new framework for the community shuttle program, and it remains to be seen how much the community shuttle program's costs will actually continue to increase over time until that framework is solidified.

MR. ALLEN: Okay. And finally --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. ALLEN: -- what's the appeal process? I mean, I assume we will get these recommendations from MPO for our workshop in August, and then we will pass a resolution saying that these -- these meet the

criteria for expenditure under the surtax program.

MS. CASSINI: Correct.

MR. ALLEN: Is there an appeal process at that point in time that the cities can raise an objection to a denial?

MS. CASSINI: There's -- I'm -- I mean, of course I'm going to defer to Angela, who I believe is participating virtually, because that is a legal question.

However, when we've discussed this previously, there's nothing in the agreement that contemplates any type of appeal process.

MR. COOLMAN: I have a question -- question about that.

MS. WALLACE: Can you hear me?

MR. COOLMAN: Yeah.

MR. ALLEN: Uh-huh.

MR. COOLMAN: Go ahead, Angela.

MS. WALLACE: Hi. This is Angela.

No, so the -- there's no appeal process because what happens is the -- the projects are reviewed based upon -- or against the criteria that the MPO just presented that's approved by the County Administrator.

And the recommendations, it's all a mathematical formula regarding what comes out of that process and is recommended, based upon how they -- the projects score against one another.

And the projects -- the MPO's funding recommendations include the -- the projects from highest ranked to the number that fits within the dollar amount within the minimum annual guarantee.

So there's nothing to appeal.

MR. ALLEN: Is there the possibility, as they go through the evaluation process, for a municipality to correct or to amend their proposal based on feedback that -- from somebody that it doesn't meet the criteria?

MR. CALETKA: The answer is --

MS. WALLACE: So --

MR. CALETKA: -- yes, because they can always make the changes and apply in the next cycle.

MR. ALLEN: But they have to wait until the next cycle or they can -

-

MR. BRAUER: I'd let Angela --

MR. ALLEN: -- (inaudible) the cycle --

MR. BRAUER: -- answer that.

MR. ALLEN: -- going forward.

MR. BRAUER: Bryan.

MR. CALETKA: Oh.

MR. BRAUER: Because (inaudible).

MS. WALLACE: If the issues that are raised, once I receive the

recommendations, the documentation from the MPO, I raise whatever concerns I have with the municipal attorney. And we communicate with the municipality regarding that.

To the extent that the municipality is -- is capable and actually addresses the concerns and submits the required documentation to the MPO, their project will be evaluated against the other projects that have been submitted with the -- with the approved criteria.

UNIDENTIFIED SPEAKER: Yeah.

MS. WALLACE: And it's the ranking that -- it's a mathematical calculation based upon points outlined in the criteria that will determine their ranking. And it's just a mathematical calculation regarding what fits within -- which projects fit within MAG.

MR. ALLEN: I guess the question I have, or the clarification I need, is during that process of evaluation by the MPO and the ranking process, are those submittals frozen at the time that they were submitted, April 10th or whatever that date was, or can they continue to improve that during the process --

MS. CASSINI: Yes.

MR. ALLEN: -- of review.

MR. CALETKA: Yes, they --

MS. WALLACE: There's a cutoff, right, for the -- for when the

projects have to be submitted, and the calculations will occur, right, Bryan?

MR. CALETKA: There are, but we do allow them to continue to upload extra information up until our recommendation time.

So if they did not have the time to get a resolution of support from their elected body but they were going to do so, let's say, March 30th, they could just put in there that we're having our Commission meeting on the 30th and then they could upload that document later, and it'd still be in compliance.

MR. ALLEN: I'm still trying -- I'm trying to clarify, but --

MS. CASSINI: I know what your question is.

MR. CALETKA: And I think I can answer your question.

MR. ALLEN: Okay. Okay.

MR. CALETKA: There is a break between the ranking and the recommendation process in which we work with Angela and the team to review those applications, and they absolutely have the opportunity to provide Angela and her team the information so then they can move forward.

So that's -- and -- and it's new. That's why this is a challenge to all of it.

But, yes, we've now given that opportunity.

MR. COOLMAN: Go -- going back to your -- I guess it's page 54 -- the January 23rd is new because it's open -- it opens the portal. And I assume municipalities, when it's open, they can start discussions with you?

MR. BRAUER: Oh, they -- yeah, we've actually already --

MR. COOLMAN: Then --

MR. BRAUER: -- met with four.

MR. COOLMAN: -- they actually have an application period of 28 days they can still discuss.

And I assume during that, if there's a problem, they'll be made aware of it, correct?

MR. BRAUER: Absolutely. So if something --

MR. COOLMAN: And then --

MR. BRAUER: Oh.

MR. COOLMAN: -- the actual period closes on March 10th, but if I heard you correct, until you make your final recommendation, they can still have dialog.

So hopefully we won't have --

MR. BRAUER: Absolutely.

MR. COOLMAN: -- a lot of projects that get denied because they have not necessarily fulfilled all the boxes.

MR. BRAUER: And I want to make sure, and this was a miscommunication on our part that I wanted to give some clarity here. Because there's a difference between developing an application and submitting an application.

And applicants have all year to get into the system, and they literally move through three reviews that we are constantly in contact with them.

So there is always an opportunity for them to ask us questions.

And we actually give feedback. And, importantly, that's actually all documented within the database.

So anything we send them, and back, we have a record of it.

So I apologize for that miscommunication, because, yeah, it's -- there's a difference between developing an application and submitting it.

MR. COOLMAN: Okay. Any other questions?

Gretchen, comment?

MS. CASSINI: Did you want me to address the performance issue, or do you feel like you have the information that you need?

MR. COOLMAN: I -- I think we're going in the right direction.

MS. CASSINI: Okay.

MR. COOLMAN: I do want to say thank you very much, and I think we're making a lot of progress.

It's still new. It's only, what, four years old --

UNIDENTIFIED SPEAKER: Uh-huh.

MR. COOLMAN: -- or something? And I think we're working in the right direction.

I hope the cities are happier than they were three years ago.

And that's -- that's the main thing of this.

Thank you very much.

MR. BRAUER: Thank you.

MR. CALETKA: Thank you.

**V - CBE GOAL ATTAINMENT UPDATE - MR. SANDY-MICHAEL
MCDONALD, DIRECTOR, OFFICE OF ECONOMIC AND SMALL
BUSINESS DEVELOPMENT**

MR. COOLMAN: Gretchen, we're ready for happy hour. Sandy-Michael McDonald. I see him sitting back there. A breath of -- really breath of fresh air.

MR. MCDONALD: But am I the happy hour or your lunch the happy hour?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: Well, don't -- don't hold us up too much.

MR. MCDONALD: I'll try not to.

MR. COOLMAN: But feel free to take as much time as you'd like.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. MCDONALD: How about two minutes, 17 seconds?

All right. Let me see what I'm doing here.

MS. CASSINI: Make sure it's working for you.

MR. MCDONALD: I'm going the wrong way.

MS. CASSINI: You're going back, yeah.

MR. MCDONALD: Where they are.

MS. CASSINI: There you go.

MR. MCDONALD: This is me.

Well, good morning, everyone. Again, Sandy McDonald, Director of the Office of Economic and Small Business Development overseeing your small business component of MAP, MAP Broward.

I'm not going to bore you. I just want to make sure you have the information that we'll continuously update.

I'm going to get to a slide at the end that I've never shown before, but I'll -- I'll wait to get to the slide at the end that I've never shown before, and I'll tell you why I'm showing it now.

And if I'm not mistaken, Angela's on the phone? So, Angela, I'll say slowly when I get to that slide why I'm --

MS. WALLACE: Yes.

MR. MCDONALD: -- showing that slide that I would never, ever

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show for my last nine years and six months in Broward County.

But here we go. County Business Enterprise projects awarded.

And, again, you'll see this from your last presentation. They're trickling up, but you get the dollar amounts via the County awarded and the municipalities awarded.

You'll even see total paid to CBEs for current activities based on awards that have went to construction.

And you'll see the total number of CBEs on actual projects themselves, and average commitment.

Guys, I'm loving that average commitment. You know your program allows us to attempt on eligible projects a 30 percent goal.

Based on these awards, as you see, the County projects, I'm at 39 percent. Municipalities at 34 percent.

And that means actual CBE participation and opportunities based on eligible activity.

We do have some projects that go under the 30, because we don't fudge a number. If I don't have the CBEs, I don't have them.

But knowing that we go back and forth, I'm excited to see that both the municipalities' as well as the County's exceed the program -- the program recommendation of 30.

Again, you wanted to know the industries. So these are primarily

the industries based off of projects awarded that we're focusing on.

So we get to use the industries chart as an opportunity when we're trying to excite other small businesses, trying to get other CBEs who are already certified to get engaged in this process, to at least understand, for what we've been doing, for the activity to date.

It doesn't mean a lot about the future, but for the activity to date, please know that these industries are currently seeking additional opportunities.

You'll start seeing, as you talk to your other presenters, the more you begin to go rail and we create the strategies, those are going to be potential opportunities for new industries.

And the reason we'll want to know that in advance, it helps us to go out and begin to prepare our CBEs as well as our primes for those new opportunities.

But at least you now know, for the projects coming across, these are the CBE industries that are being represented.

For MAP Broward, the CBE highlights for projects via the County. The top five services -- we're breaking it down -- engineering activity, concrete and asphalt. You can read those all the way down to landscaping/irrigation.

We use these charts because primes, as they're searching for

CBEs, want to know how many in each category do we have. They can find that out on my directory.

But we're also using this for my CBEs to understand, based on your area of interest or your industry.

I don't advise businesses to pivot, but we actually have to say, when folks are asking us in workshops, even my entrepreneurship programs, hey, what's going on in the County, what should I start a businesses in.

Well, I'm the County. Can't advise you, because if I advise you, you put money in, you don't win the contract, then you want to sue the County.

But we can share where, as a County, we're trending. So think about all the activity that we're doing. Think about MAP Broward. Think about the federal infrastructure. Think about the leveraging of our activities. I'm expanding a Convention Center, 800-room hotel, new Supervisor of Elections building.

If you're asking me where the County is spending money by budget, you know the industries.

So if you know them by NAICS Code and you want to pivot, go for it.

If you're looking to do something new and you want to know what's

happening in the next ten years, surtax is going to be 26-plus, go for it.

That's why we break these charts down and try to keep these numbers.

And, again, it's valuable to the prime contractor, the big boys, but it's also valuable to our CBEs as they're trying to find out what other opportunities do I have in Broward to gain opportunities for employment.

On the municipal side, similarly, the same in terms of the top five, engineering, concrete/asphalt. Communications and marketing, that pops up.

But even the demolition and the site preparation, we're starting to realize that there's a lot of activities when you're going into the excavating and the demolition to prepare for new activity.

So different than the landscaping you saw on the other one, the municipalities we're realizing there's a lot of demolition and site prep opportunities, as well.

And this is your new slide. You often asked for the diversity breakout. You wanted to know who the firms were based on my certifications in our program and the ones being used.

So this is to let you know, based on the 73 firms that was on the original chart that's being used for the projects, municipality as well as the County, this is their current breakout by race and gender.

Why on January 27th, I think it is, 2023, would I have this slide as a part of a public document, public presentation that I've never had since I've been here, May 2013, Broward County is still a race and gender neutral program.

The Business Opportunity Act by which we operate, by which the MAP Broward uses us as an opportunity to work with small business, the program is still race and gender.

However, last year, the County Commission did decide that they wanted to start officially collecting race and gender information.

So since April of last year to December, they collected race and gender information on all bids that went out.

And as of January, which is now, another part of the ordinance is every year any Broward contractor -- not just small business, any Broward contractor who wins a contract also have to disclose their race and gender.

So now that we're actually collecting it on the record, though my program is still race and gender neutral, I can begin to share the information as we're collecting it.

The last part about the information, even on the sheet that is required by Purchasing through the ordinance, they do have a box to opt out of not sharing it.

So we do need to say, as we're getting ready to submit to the Commission, with the Auditor's Office later this -- actually, I think it's in March, there is a percentage of businesses who did respond to bids and chose the box not to report.

So what I'll be sharing over time with you guys, I'll share based on the project, based on what we know, because different than what I just described for the Commission's report, I'm giving it to you from my certified firms.

They're going to be getting it from folks who are registered with the County and doing County bids.

So yours will be a little bit closer, yours will be a little bit more exact, because I'm just giving it from the window of CBEs.

Broward County is now collecting it across the board for every Broward County contract.

So that'll be the new chart that I'll be showing you on a regular basis.

And I don't have it today, but I'll also come back because I think you did like the chart that I had with the ZIP Codes, including Prosperity Broward ZIP Codes, so you would know, as well as my Commissioners know, if I'm hitting their districts, not just with projects, but with actual small businesses participating.

So that would be my presentation today.

MR. COOLMAN: Mr. Allen.

MR. ALLEN: Thank you, Mr. Chair.

How are we doing as it relates to prime contractors?

MR. MCDONALD: We're -- we're doing fine. And the reason I can say we're doing fine, that number exceeding the goal is because prime contractors are submitting their bids back in, municipality and County -- and I'll use a term with you.

We recommend a goal. As you know, eligible projects, 30 percent. That's the recommendation that goes into solicitations.

When a prime contractor comes back and they're doing the LOI, Letter of Intent, they're telling you which CBEs they'll use, and then they're telling you what they're willing to be committed to.

That real 39 and 34 is telling you that prime contractors are committing to more than the 30.

So I'm doing fine with primes in that regard.

MR. ALLEN: But do you collect -- you collect it -- or do you have a report that you publish that would show what -- to what extent the CBEs that are being reported here includes how much for a prime contract, CBE serving --

MR. MCDONALD: I --

MR. ALLEN: -- as prime contractor.

MR. MCDONALD: Yes. Yeah, yeah. I don't have one published, but, yes, I do.

So I know which of our CBEs -- because you saw me in a couple of presentations tell you where the CBE was the prime. I think the -- one of the announcements we just --

MR. ALLEN: Because I think our goal --

MR. MCDONALD: -- did --

MR. ALLEN: -- is --

MR. MCDONALD: Exactly.

MR. ALLEN: -- eventually is to move those CBEs --

MR. MCDONALD: To move those CBEs --

MR. ALLEN: -- from subs --

MR. MCDONALD: -- to primes. Yes, sir.

MR. ALLEN: -- to primes.

MR. MCDONALD: Yes. So that still is going to take time, because as you know, my program is based on CBEs and most industries averaging \$5,000,000 or less over three years, and construction nine.

So even as more CBEs become primes, larger projects, if their total evaluation with other contracts exceed that, then they'll graduate.

But at least we do have the list when CBEs are serving as subs.

We have the list when CBEs are serving as primes.

And though I haven't published it, I can always make that available.

MR. COOLMAN: Mr. Frazier?

MR. FRAZIER: I have one question and a comment. I'll give you my comment first.

When you going drop that mic?

(Laughter.)

MR. FRAZIER: I say that because based on some data that you provided to this board since our last meeting, plus this slide, really shows that the program is working as it relates to those goals.

So I commend you on your effort to make this happen, because I know it's not an easy job. Not an easy job.

I went through the list of the names.

MR. MCDONALD: Okay.

MR. FRAZIER: I recognized about 85 percent of those names.

MR. MCDONALD: Great.

MR. FRAZIER: And for those who don't know, that young lady that made that presentation is one of those females that's on that list.

That's all.

MR. MCDONALD: That is true. That is true. Thank you, sir.

MR. COOLMAN: I have a comment. I love getting emails from you

and telling me where to go and how to get registered and all.

Now, are you advertising those on -- inside the buses, or will you be?

MR. MCDONALD: Oh, that's -- that's -- that's --

MR. COOLMAN: Huh?

MR. MCDONALD: -- that's a good question. Tim still here?

(Laughter.)

MR. COOLMAN: Well, I would hope so.

UNIDENTIFIED SPEAKER: That is a good question.

MR. COOLMAN: That is an opportunity. I actually take those and forward it on to some friends that I believe are small business qualified --

MR. MCDONALD: Yeah.

MR. COOLMAN: -- that probably aren't even in your program.

MR. MCDONALD: See, what the Chair is speaking to, A, we do a BAWN, business assistance weekly newsletter. And if you guys like, you can also get it. And we give out all of our data.

But we also focus hard on social media, just taking those sound bites. Because the best thing -- as much as I might like my scratchy voice, other people don't -- the best thing we can do to get small businesses excited is for them to see someone they sat next to in a workshop just won a contract for real. Got paid for real. And now the

project's done.

So we do our social media by putting that information out there on a regular. So --

MR. COOLMAN: I -- I think I probably attended one of your workshops. That's why they got my email.

MR. MCDONALD: Okay.

MR. COOLMAN: So I suggest that you send it to all these members, not just me. We might be able to --

MR. MCDONALD: Done deal.

MR. COOLMAN: -- spread your --

MR. MCDONALD: (Inaudible) and make sure that that happens.

MR. COOLMAN: You get it?

UNIDENTIFIED SPEAKER: We all get it.

UNIDENTIFIED SPEAKER: Yeah.

MR. COOLMAN: All right. Anybody else? Before --

MR. MCDONALD: Thank you all.

MR. COOLMAN: Thank you.

MR. MCDONALD: Have a great lunch.

MR. COOLMAN: Before we break for lunch, if we still have people on -- on the Zoom call or whatever, if they would like to say anything, please chime in before we take a lunch break.

I hate these Zoom meetings for the person that's not here. So we're going to give you a chance to give us your two cents, if you'd like to.

MS. CASSINI: No hands raised.

MR. COOLMAN: Nobody's on the phone call.

MS. CASSINI: They're there --

MR. COOLMAN: All right.

MS. CASSINI: -- but there's no comments.

MR. COOLMAN: Gretchen, we'll turn it back to you.

MS. WALLACE: No, I'm here, but I didn't have any comments. I didn't know if Alan did.

MR. HOOPER: I'm here, but I don't have any comments either.

Thank you.

MR. COOLMAN: All right. We must be doing okay, Alan.

Gretchen, are we taking a break?

MS. CASSINI: If you would like to take a break for lunch, this would be the time.

MR. COOLMAN: Wonderful. Break for lunch.

MR. ALLEN: How long?

UNIDENTIFIED SPEAKER: Do you want to announce, Gretchen --

MR. COOLMAN: How long?

UNIDENTIFIED SPEAKER: -- how long?

MS. CASSINI: How -- how long would you like the lunch to be, Mr. Chair?

MR. COOLMAN: Fifteen to 30 minutes.

MS. CASSINI: Okay. So --

MR. COOLMAN: Why don't you guys try to get back --

MS. CASSINI: -- we will come back here, let's say at 12:20 and -- and do the one Action Item before you adjourn, okay?

MR. COOLMAN: Thank you.

We can do the Action Item now if you want.

MS. CASSINI: No, now everybody's left.

MR. COOLMAN: All right.

(THE MEETING RECESSED AT 12:02 P.M. AND RECONVENED AT 12:26 P.M.)

MR. COOLMAN: Now we can restart the meeting. Gretchen's here. It's -- it's actually 12:26. We're -- we're on schedule.

ACTION ITEMS

1 - MOTION TO APPROVE MINUTES OF THE OCTOBER 13, 2022

SPECIAL MEETING

MR. COOLMAN: So we are -- we've got some action items to do. And the first one I guess is motion to approve the minutes from October 13th, 2022 special meeting.

Does anyone have any comments (inaudible) -- Gretchen, is there anything before we -- I ask for a motion for approval and a second?

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. COOLMAN: Seeing none, I would entertain a motion for approval.

MR. FRAZIER: So **move**, Mr. Chair.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. COOLMAN: Mr. Frazier's moved. Second, please?

MR. ALLEN: I'll second.

MR. COOLMAN: I'm sorry, who was that?

MR. ALLEN: That was me.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: Okay. Mr. Allen seconds.

All in favor?

Any opposed?

Motion carries.

VOTE PASSES UNANIMOUSLY.

DISCUSSION ITEMS

1 - SET 2023 CALENDAR

MR. COOLMAN: All right. Gretchen, we have now discussion items, and I'm going to turn that back to you, I presume, right?

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MS. CASSINI: Oh, sure. Thank you, Mr. Chair. I'm happy to -- to try to start the discussion on setting our 2023 calendar.

So we -- in recognition of the fact that we were going to have some new members joining us at this meeting, we did not set our calendar as we typically would during our retreat in November.

So as you know, we are required by the ordinance to meet at least quarterly. The quarters are January, February, March is the first quarter. April, May, June is second quarter. July, August, September would be third quarter. October, November, December is fourth quarter.

I tried to give you -- if you look, Mr. Chair, in your materials, the -- under the tab Discussion Item Materials, you'll see that there is some information, some historical information about the way that we typically meet.

Again, we're a young board and we've had a lot of implementation issues, as well as a pandemic. So everything is open.

We started initially meeting on Thursdays. We moved to Fridays. And we started meeting a little bit later to accommodate various folks' schedules.

So I am at this point just going to sit back and -- and let you all share with us what you -- what your preferences are.

I will say that, for the August budget meetings, we initially tried to

do budgets workshop and approvals all in one day.

The feedback from the then-Oversight Board members was that it was just too much, it was a bit overwhelming.

So we broke it into two days where we would have a workshop, and then the next day, we would do the approval of the upcoming fiscal year projects and -- proposed projects and expenditures and review and approve the five-year plans.

That proved to be a little bit more palatable to the group.

However, there was a request that we actually create a space between the workshop and the approval day so that if there was any additional information that board members sought from staff, that we would have the opportunity to compile that and provide it to you before you had to take action.

Roy has been looking at -- at various spots that we could have our workshop and our budget meeting if the Oversight Board meeting room is not ready for occupancy in August.

So when we get there, we will share with you what our availability is here in this building, and then we can have a discussion of whether or not you'd like to -- to meet elsewhere.

I do think for the benefit of our newest members to remind you that, prior to the pandemic, we did rotate where we met. We did meet for a

while in the Traffic Engineering Division at the -- it's actually a joint building between our Traffic Engineering Division and FDOT 4 at the Traffic Management Center.

We brought the meetings back here because there was a need to do virtual participation, but we do have the ability to take some of these meetings on the road if necessary.

So with that, Mr. Chair, I'll turn it back over.

MR. COOLMAN: I think what we probably should do is -- especially with our new members, is seeing whether Thursday or Friday is better for them, put -- and then figure out the time, regardless of the dates right now.

So I just -- I'll throw my two cents. I like the Friday, myself. I just -- I fish on Thursday and do this on Friday.

MR. MUNOZ: I agree. Fridays are good for me as well.

MR. FRAZIER: Fridays are good for me as well.

MS. MADDEN: Fridays are better.

MR. DONMEZ: It makes no difference. If Friday is more convenient, you know, for the board, that's fine.

MR. COOLMAN: Well, let's keep on going. Sounds like it. Shea?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. SMITH: Well, so Fridays in general are better. I'm fine with it.

I know there were a couple of times when I was traveling and couldn't come to a couple of meetings, so, I mean, I guess that -- it's just hard to have everything down already in terms of any trip that's going to happen, that sort of thing.

MR. COOLMAN: Well --

MR. SMITH: So --

MR. COOLMAN: -- I don't know what that is. But keep one thing in mind. I think we should set it Friday, because if someone calls up and says I can't be there but I can be there on Thursday, we ought to hold Thursday in our calendar as a backup, just in case.

Because I think it's better to be here if you can.

MR. SMITH: Well, I guess also why just Thursday and Friday if we're just like looking at this fresh? Is it just because get your other stuff done and then it's the end of the week, it's lighter?

I mean, that's one rationale, but the other -- I mean, what is the --

MR. COOLMAN: Well --

MR. SMITH: -- you know, point --

MR. COOLMAN: -- my two --

MR. SMITH: -- there?

MR. COOLMAN: -- cents, I don't like to -- I don't like meetings on Monday, okay? Just because it's Monday. And it messes up my Sunday.

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Okay?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. COOLMAN: I -- I'm, as you know, semi-retired, so it can be any day of the week. But I've found this Friday thing has worked better than Thursday for me.

But let's just keep going.

MR. HOOPER: Yeah.

MR. COOLMAN: We don't -- we don't have to -- let's see what works.

Mr. Frazier, what do you like?

MR. FRAZIER: Fridays are good for me.

MR. COOLMAN: Debbie?

MS. MADDEN: Yes.

MR. COOLMAN: Phil?

MR. ALLEN: I knew --

MS. MADDEN: Friday's good.

MR. COOLMAN: How about Mr. Alan?

UNIDENTIFIED SPEAKER: No.

MR. HOOPER: I -- I -- my weeks are usually fully booked, so Friday's the only day that's kind of lighter. So Friday, to me, is the better day, even if you do miss once in a while due to traveling.

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MR. COOLMAN: Okay. Does anybody else have any comments about keeping them to Friday, and then we'll talk about the hour?

Hearing none, so it looks like Friday's the winner.

I would encourage you to keep Thursday as a backup, just in case. If we have two or three people that can't come, let's move it a day.

So the sooner you know there's a conflict, let us know, and we can adjust maybe a meeting or so before. All right?

With that, how about time? Gretchen, you have any history to give us? What works better, what doesn't?

MS. CASSINI: We had initially started at 9:00, and then there was a request that we move to 9:30. And we've kept it at 9:30 unless there was a specific conflict that came up, and then we've adjusted.

In fact, we, I think, had a special meeting that started at 1:30.

So it's completely up to you all.

MR. COOLMAN: Well, I definitely don't want to be meeting Friday afternoon, so I -- I think 9:30 works great, especially for people that have to travel.

These meetings are going to be moved, we hope, someday, farther north and west, right?

MS. CASSINI: It's -- it's just due west.

MR. COOLMAN: Due --

MS. CASSINI: Due west.

MR. COOLMAN: Oh, it's just due west?

MS. CASSINI: Yes. Right down Broward Boulevard. It's actually on the northwest corner of Broward Boulevard and University Drive.

MR. HOOPER: Oh, my gosh --

MS. CASSINI: With free parking.

MR. HOOPER: -- we're going to have to move it to 10:00 o'clock now.

(Laughter.)

MR. COOLMAN: No --

MS. CASSINI: You're going against traffic, Mr. Hooper. You're going to be fine.

MR. HOOPER: No. I'm -- I'm speaking for Coolman.

(Laughter.)

MR. COOLMAN: He always tries, but, anyway, anybody else like to comment about the time?

So we're going to -- we're going to start with 9:30 on Fridays.

MS. CASSINI: Okay.

MR. COOLMAN: Now we get into the tough part.

MS. CASSINI: Okay. So we have some Thursdays that are already held as backups. Thank you, Roy.

And it looks like in April, the Fridays that are available this room are the 7th and the 14th.

MR. COOLMAN: The day before taxes are due?

MS. CASSINI: Yeah, I know that's not a good day for Mr. Smith.

MR. COOLMAN: April's probably not good for him at all.

MR. SMITH: I'm not a tax practitioner.

MR. HOOPER: I cannot do the 7th.

MS. MADDEN: Yeah, the 7th is Good Friday, too.

MS. CASSINI: Okay.

MR. COOLMAN: So is -- is the 7th out?

MS. CASSINI: The 7th seems to be out.

What about the 14th?

MR. HOOPER: I'm okay on the 14th.

MR. COOLMAN: You -- you -- you're good, Alan?

MR. HOOPER: Yeah, I'm good.

MR. COOLMAN: Anybody bad? Let's settle on that for now.

MS. CASSINI: Okay. So let's get that one.

MR. COOLMAN: April 14th.

MS. CASSINI: Okay.

MR. COOLMAN: 9:30. Probably here.

MS. CASSINI: Likely here.

Just so that you know, we have the 6th and the 27th also held as backups. Those are Thursdays.

MR. COOLMAN: Okay. The 6th --

MS. CASSINI: Oh, never mind.

MR. COOLMAN: -- and what?

MS. CASSINI: I'm sorry. Sorry. Sorry. The 27th. I'm sorry.

MR. COOLMAN: 6th and 27th is --

MS. CASSINI: No, not the 6th. I'm sorry. The 6th was actually for the Appointing Authority, not for the Oversight Board.

The 27th is for the Oversight Board.

MR. COOLMAN: So the 27th is a backup date for April.

MS. CASSINI: For April 14th. If that one --

MR. COOLMAN: Okay.

MS. CASSINI: -- ends up not working.

MR. ALLEN: The -- well, you said the Appointing Authority, will they be making a -- the additional appointment? Before that?

MS. CASSINI: We have multiple -- we have multiple dates that are being held.

They initially had March 31st. That's not -- no longer an option.

And they have a requirement that all members physically be present, so the Chair is not available on that day. He asked that we move

it.

So right now, it's just holds. We don't have a date that's set. But the last possible date would be the 6th.

MR. ALLEN: The last possible date that they would have the additional appointment would be the 6th so that that person could be available, then, on the 14th.

MS. CASSINI: That was our hope, yes.

MR. COOLMAN: When you send out the new schedule, can you put, obviously, these dates and the -- and the backup date on that schedule, please?

MS. CASSINI: Yes.

MR. COOLMAN: Because it's obviously going to -- it can be the previous Thursday or it can be another -- another time. All right.

We're ready for August. You've got a recommendation there, right?

MS. CASSINI: I know that August is a very busy month, and a lot of you travel in August, so we did try to provide some recommendations so that we can back into the County's budget process and their workshop schedule.

We could do -- now, again, this is assuming that, for whatever reason, the space in Plantation is not available, we do have space held here on the 16th and the 18th.

MR. COOLMAN: What days of the week are those?

MS. CASSINI: That is a Wednesday. That would be August 16th.

And we have the morning available. That would be for your budget workshop.

And then the 18th is a Friday, and it would be in the afternoon, a shorter meeting, and that's the approval of the fiscal year 2024 proposed projects and proposed expenditures as well as the five-year plans.

MR. COOLMAN: And the alternate was an all-day on the 23rd, which is what day?

MS. CASSINI: That's a Wednesday. And that would be in Commission chambers. This room is not available that -- for that full day.

MR. COOLMAN: Comments, please?

MR. HOOPER: I'm good.

MR. SMITH: Good.

MR. COOLMAN: So we're accepting Gretchen's recommendation of --

MS. CASSINI: So would -- would you all prefer to do it over the course of two days, the 16th and the 18th or a single day on the 23rd?

MR. COOLMAN: Are you saying we can't do a single day on the 18th?

MS. CASSINI: No, you cannot. There's not sufficient time.

So we only --

MR. COOLMAN: What do you mean, there's not sufficient time?

MS. CASSINI: -- so -- we can.

MR. COOLMAN: Okay.

MS. CASSINI: Let me -- let me stop --

MR. COOLMAN: (Inaudible.)

MS. CASSINI: -- and say that you can, theoretically, do it on the 18th, if our space in Plantation is available, because we would --

MR. COOLMAN: All right. Because of here.

MS. CASSINI: -- we would control it.

If we don't have that space available to meet on the 18th, there's only a five-hour window available here.

MR. COOLMAN: If we want a one day, it's the 23rd.

MS. CASSINI: It -- again, assuming that it's -- it has to be here.

So if you all want to pick a -- to do it in one fell swoop on the 18th, and we'll cross our fingers that the space in Planation is available, we'll still keep these backups here in this building --

MR. COOLMAN: Let's --

MS. CASSINI: -- available.

MR. COOLMAN: -- talk about the one day versus two days. I have a tough time remembering why it was a problem in one day, but I only

remember the good things, so.

Anybody want to comment?

MR. ALLEN: I recall that there was additional information we had asked staff to provide.

MR. COOLMAN: Oh, that's why.

MR. ALLEN: Okay.

MR. COOLMAN: Okay. All right.

MR. ALLEN: And I would encourage us to consider a two-day, one full day and then a half a day for approval.

MR. COOLMAN: Sounds like the 16th and 18th of August.

MS. CASSINI: Okay.

MR. COOLMAN: That's a Wednesday/Friday, though, remember that.

MS. CASSINI: Wednesday/Friday. We'll send the calendars out.

MR. COOLMAN: And we don't know where it's going to be, right?
To be determined?

MS. CASSINI: Yes.

MR. COOLMAN: All right.

MS. CASSINI: Now this past year, in 2022, you had a special meeting in October, and it was a regular meeting with action items.

In the past, we've had a retreat in November, and sometimes there

are action items that have to be added to the retreat because there's business that needs to be done.

Would you like to set a meeting in October, a regular meeting, and then still have the retreat in November?

MR. COOLMAN: I would.

MR. DONMEZ: Absolutely.

MS. CASSINI: Okay. So is there a particular Friday in October that would be preferable?

MR. COOLMAN: I think it depends on availability.

MS. CASSINI: Well, I feel a much higher level of confidence that our space will be available by October than I do for August. So we --

MR. COOLMAN: Let's just go to the four Fridays if there's four or five, and see what everybody can do.

MS. CASSINI: So you've got the 6th, the 13th, the 20th, and the 27th as options.

MR. SMITH: I can't do the 13th.

MS. CASSINI: Okay.

MR. COOLMAN: Scratch.

Alan, you don't -- every Friday, right? You're okay?

MR. HOOPER: Yeah, usually.

MR. COOLMAN: Mr. Erdal, give us -- anything? Doesn't matter?

MR. DONMEZ: One of the advantages of being retired is you have an open calendar. So it could be 6th or 20th.

MR. COOLMAN: All right. Alejandro, any preference?

MR. MUNOZ: No preference.

MR. COOLMAN: Mr. Shea?

MR. SMITH: Other than the 13th. 13th I'm (inaudible).

MR. COOLMAN: All right. We know it's not that.

Mr. Frazier?

MR. FRAZIER: I don't have a preference.

MR. COOLMAN: Debbie? Don't have one?

Well, then, let's do this, let's do the 20th.

MS. CASSINI: Okay.

MR. COOLMAN: And if something comes up, we'll have the 27th as the alternate.

MS. CASSINI: Okay. Done.

MR. COOLMAN: All right.

MS. CASSINI: And then your retreat. Generally, we do it the week before Thanksgiving. So that would be, I believe the -- let me check.

MR. HOOPER: Works for me.

MS. CASSINI: I just want to make sure that it's the 17th.

UNIDENTIFIED SPEAKER: 17th.

MS. CASSINI: Okay. Does that work for everyone, the 17th?

MR. ALLEN: What was that?

MS. CASSINI: November 17th, Friday before -- the Friday the -- the week before the Thanksgiving holiday.

That was simple.

MR. COOLMAN: Anyone have a problem with November 17th, the week before Thanksgiving?

If we need a backup date, what do we do?

MS. CASSINI: I wouldn't recommend necessarily the 10th, because it is a holiday weekend.

MR. COOLMAN: Well, if -- we can even do the day before, I assume.

MS. CASSINI: Oh, sure. We could do it on the 16th if that's the preference.

MR. COOLMAN: Why don't we have the backup date of the 16th, just in case? Does that make sense?

UNIDENTIFIED SPEAKER: Uh-huh.

MR. COOLMAN: All right.

MS. CASSINI: Got it.

MR. COOLMAN: Does that set our calendar?

MS. CASSINI: Your calendar is set.

2 - STAGGERING OF OVERSIGHT BOARD TERMS

MR. COOLMAN: Staggering of Oversight Board terms.

MS. CASSINI: Now, Mr. Chair, you had asked whether or not there were specific places to look in the minutes from the verbatim that was distributed.

If you look again in your Discussion Item Materials tab, second page, you'll see that the excerpt is from pages 7 through 9. That was the area of the minutes that --

MR. COOLMAN: Right.

MS. CASSINI: -- dealt with this particular issue.

MR. COOLMAN: Yeah, because I raised -- I raised the question, we have, so far, even in four years, natural attrition. So if someone comes in to fill a term, I thought, well, why don't they just start their new term of four years, and then you have that natural thing happen.

And it was pointed out, well, these don't say that.

So I'm just asking the question rather than us brain -- you know, work our brains about how do we make a -- this happen, it seems to be happening naturally if we got -- if we change that.

MS. CASSINI: Well, and, you know, it is -- while it has worked even the way that it's structured right now, because when people leave, they fill the remaining term of -- the replacement fills the remaining term of

the person who vacated.

And so we have had that staggered institutional knowledge.

The concern that was raised by Ms. Wallace, which I think is a very valid one, and then as a person who has previous experience overseeing many advisory boards in this County, it becomes an administrative challenge if you start -- if every person on the -- at this particular oversight board ends up having a different beginning and end date of their terms, it creates challenges with respect to when we do our trainings.

You know, right now, we can do our annual ethics training for everyone at once. We do our, you know, conflict of -- no conflict of interest paperwork all at once. We do our badging.

If every person had a completely different start and end date of their four-year term, it would become administratively cumbersome.

MR. COOLMAN: I'm confused by that. If you're going to do it, like our training, everyone's here gets trained. Next year, you get trained. You get -- I don't understand that.

And if you're going to have -- you're doing it once a year, whoever is here.

UNIDENTIFIED SPEAKER: That --

MR. COOLMAN: So why is there a conflict? Am I -- does that make sense?

I -- I'm still going back how easy would it be to change that, not to have that removed and as resigned shall serve for four years.

If we -- if -- is that easy to change is my first question.

Secondly, is that something we want to do or don't want to do?

Because the -- the reason you're giving me for not doing it, I don't think -- I can't understand that.

MS. CASSINI: Okay. So I'm not saying that the reason not to do it is because there would be people coming in at all different times, and their terms would begin and end at various times, and that somehow is a challenge with doing annual ethics trainings or anything like that.

What I'm suggesting to you is it's administratively cumbersome to -- to manage and to track when a person starts and when they're leaving.

And then keep in mind, you have an Appointing Authority situation. So the Appointing Authority right now has a very limited amount of work that it has to do. If we had people -- if every person that was on this oversight board had a term that started at a different date and ended at a different date, the amount of vacancies and appointments that the Appointing Authority would have to do would also increase significantly.

MR. COOLMAN: Okay. Well, let's just put this aside a minute. And if we were to go and create this -- what do we want to call it -- alternating board so we have old and new, how -- what would that look

like? And you're -- if you do it, you're still going to have to have to do the things you're saying you're doing by letting it naturally occur.

That's where I -- that's where I'm coming from.

The staggering. If you staggered, how would you stagger? And if you staggered, wouldn't you still have to have this -- you would know, I guess --

MR. HOOPER: Can I say something?

MR. COOLMAN: Yeah.

MR. HOOPER: Can I say something? I -- I sit on the Downtown Development Authority, and we have guys come in -- and ladies -- coming on at different times and leaving at different times, just by natural, you know, selection. We just -- someone might have quit early or -- or even gotten a renewal for a year or two because the City Commission wanted to.

And it's not that hard to keep track of who's coming and going.

And so I -- honestly, it -- it -- it was the authority's idea to discuss this. If they want to do it, let them do it. We're -- I don't -- I don't understand the problem with this. It just doesn't seem like administratively you have to be -- you just have to put it on a calendar in a -- in a -- in a computer that -- that tracks it and you know when someone's term is up.

MS. CASSINI: Mr. Chair?

MR. COOLMAN: Go ahead, Gretchen.

MS. CASSINI: Mr. Hooper, I just wanted to make it clear that the Appointing Authority, when they had their January 6th meeting, they were reporting the feedback that they received -- the Chair was reporting the feedback that he received from the members of this board with respect to staggered terms.

And so the Appointing Authority was asking that the Oversight Board have a sunshined meeting and discuss whether or not they wanted staggered terms, and, if so, what the staggered terms could look like.

Now, it's -- because everyone was just reappointed or appointed for new four-year terms, it is important to point out that it is not something that has to be addressed today. This could be the first of several conversations about this.

If you all would prefer for Angela to come back with some recommendations at a future time for the way this might work, or if you want to --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: -- provide some -- some feedback now, that's fine, too.

MR. COOLMAN: Okay.

MR. HOOPER: Okay. Let me give you a little more feedback,

because I -- I heard from Randall Vitale that it was more about institutional knowledge and that keeping some people on a little longer and then letting them drop off and then -- then someone gains some knowledge and then they drop off, having it rotating was a benefit.

I -- I don't remember us as a board ever discussing -- discussing institutional knowledge. The first time I'd ever heard it, it came from the Authority, from a member of the Authority board -- Appointing board.

And if they have to meet one extra time in order to reappoint somebody or even once a year, well, hell, we're meeting four or five times a year all day long. So I don't feel sorry for them if they have to do that.

So and -- and if it's their idea. If not, leave it the way it is and let's stop talking about it.

MR. COOLMAN: Mr. Allen?

MR. ALLEN: Thank you, Mr. Chair.

I would agree, there is positivity to be gained from not rotating the entire board at the same time -- the potential to rotate the entire board at the same time.

And I would also support the phase in that, as a vacancy occurs -- natural progression of a vacancy, as that occurs, is that the appointment be made for four years instead of the remaining term.

Eventually, that's going to create a phased-in process to do that.

And that seems like the easiest way to do it.

Is this a sunshine meeting that we could make that recommendation to you, Gretchen or --

MS. CASSINI: Uh-huh.

MR. COOLMAN: I'll second that motion.

MS. MADDEN: Just one --

MR. COOLMAN: Anybody want to comment?

MS. MADDEN: -- one comment. Maybe to streamline the rotations, you could be appointed for like a four-year -- a term that ends in January or something, somehow, to make it once a year. You -- you know what I'm saying? Like if somebody leaves in --

MR. COOLMAN: Well, you mean they'd all --

MS. MADDEN: -- January --

MR. COOLMAN: -- come up together. Some of them are coming up for -- as an example, if -- if you -- you were appointed to finish a term, technically, if we do what -- Alan's suggestion, your term didn't end, you don't have to be reappointed. In two years, you would have to be reappointed.

But you'd probably be -- and that may be an off year. So what?

But if we want to make it at a certain time to simplify the bookkeeping, I don't know what -- what month is better than others, but I

just think we're -- we have a natural -- will -- would have had a natural if we didn't -- if we didn't have that clause in the -- in the bylaws or whatever they are.

So we have a motion and -- and a second on the floor to allow the person who fulfills a term for one that's terminated for whatever reason early in their four-year term to be appointed by the --

UNIDENTIFIED SPEAKER: Appointing Authority.

MR. COOLMAN: -- Appointing Authority and fulfill at a four-year term that will then be either reupped or replaced.

And we should -- let's go with that.

Somebody else?

MS. WALLACE: If I may.

MR. COOLMAN: Yes.

MS. WALLACE: This would be a recommendation to the County Commission, and then it would be up to the County Commission to revise the ordinance to provide for staggered terms.

MR. COOLMAN: Yes, but I think we need to run it by the Appointing Authority first to see if they're happy with it.

MS. WALLACE: The Appointing Authority only makes appointments based upon applications. But you could -- the -- the Oversight Board could make whichever recommendations it would like.

MR. COOLMAN: I under -- I understand we can, but, as a courtesy, I think we should let the Appointing Authority know that we discussed it, and this is what we'd like to send to the County Commission.

And if they have a -- a fit, then come back to us.

MR. ALLEN: I think the Appointing Authority is meeting in April for the other position replacement.

MR. COOLMAN: I -- what -- what is another position replacement?

MR. ALLEN: Anthea.

MS. CASSINI: It's the next discussion item, Mr. Chair.

MR. COOLMAN: Oh.

MS. CASSINI: And I -- I do just want to point out, and I apologize if I -- if I misunderstood, because I was reading directly from the verbatim minutes of the Appointing Authority on page 7, and it did very much appear that this was a -- an idea that originated from a conversation with an Oversight Board member with the Chair.

So if that's not the case, there's no way for me to really know what, but that's what -- that's what's informed by statement.

MR. COOLMAN: Do we need to do anything more with the staggering?

MS. CASSINI: I would just like to make sure that I have clarification on the direction.

The direction is that you would like me to draft a recommendation, a transmittal letter that includes the recommendation that when a vacancy occurs and the Appointing Authority is prepared to fill a vacancy in any particular category, that the appointment would be for four years.

So it would not -- the individual that was filling the vacancy would no longer be filling the underlying term.

Is that correct?

MR. COOLMAN: Correct.

MS. CASSINI: Okay. And then the transmittal communication would first go to the Appointing Authority members --

MR. COOLMAN: As a courtesy.

MS. CASSINI: -- as a courtesy prior to it being included in any communication to the County Administrator.

MR. COOLMAN: Correct.

MS. CASSINI: Okay. Thank you.

MR. COOLMAN: Alan, you happy with that? I'm just checking on your attendance, that's all.

MR. HOOPER: Yes, I'm fine.

MR. COOLMAN: Thank you.

Thanks, Gretchen.

MS. CASSINI: Okay.

3 - CATEGORY, DIRECTOR OF THE BROWARD COLLEGE OFFICE OF SUPPLIER RRELATIONS AND DIVERSITY

MR. COOLMAN: You ready for Number 3?

MS. CASSINI: Last and final. This was another topic of conversation, of course, that came up at the Appointing Authority meeting on January 6th. And they felt that it -- out of courtesy, if you all had any input on the situation that we've talked about previously.

I'm going to go ahead and just walk through, for those that might be new to this, or anyone who might be following along virtually.

The ordinance as it is currently drafted has it automatic appointment of the Director of the Broward College Office of Supplier Relations and Diversity to this Oversight Board.

So the individual that serves in that role is not subject to application or appointment by the Appointing Authority, and they serve as long as they remain in that role.

As you know, the individual that served in that role, Ms. Pennant, received a promotion and, as a result, there is not someone serving as the Director of the Broward College Officer of Supplier Relations and Diversity any longer.

We've been in communication with the college. They are considering a reorganization.

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They did communicate with -- with us about their desire to see Ms. Pennant continue to serve, but in order to even allow that to be a consideration, the ordinance has to change.

So the County Commission, on Tuesday, directed the Office of the County Attorney to amend the ordinance consistent with the language that you see here on the screen, which would allow the president of a public higher educational institution or that person's designee, if the individual has demonstrated experience in supplier relations, and diversity, to submit interest in serving on the Oversight Board to us.

We would compile all that information to be vetted by Legal, and then we would bring any eligible applicants to the Appointing Authority so that they could be appointed.

MR. FRAZIER: I have a question. The previous ordinance had Broward College as the institution, so the new one has public higher education institutions.

So what are the other public higher education institutions in Broward, since they are now going to be in the loop?

MS. CASSINI: So when the Appointing Authority had the discussion, there were three identified. But in our briefings, I think Angela has identified a fourth.

We would obviously need to do our due diligence to make sure that

we had combed through everyone who had a geographic presence in the County.

To my knowledge -- and, Angela, please chime in if there are any that I missed -- it is Broward College, FAU, FIU, and University of Florida.

MS. WALLACE: Those are the ones that I'm aware of.

MR. FRAZIER: As a follow up, do all of these institutions have Supply and Diversity Departments? They may not have it. They have Procurement Departments, but they may not have --

MS. CASSINI: It's --

MR. FRAZIER: -- diversity.

MS. CASSINI: -- you are absolutely correct. It's an excellent observation that was also a topic of discussion at the Appointing Authority meeting.

That is why the language says someone who demonstrates experience in supplier relations and diversity.

It doesn't even have to be at that particular educational institution because, you are correct, there are not necessarily offices of supplier relations and diversity in every institution.

MR. COOLMAN: Any other comments?

I have a question. I'd love to have one of the presidents of the university, but I don't know whether we should say president or president's

designee. In other words, I don't want to cut them off, but I don't -- I don't see them volunteering.

And I don't want to -- I -- I'm just asking the question. Am I -- should it really say the president (inaudible) and his designee or her designee as opposed to he can serve or -- or he can designate someone? I don't know.

MS. CASSINI: Well, again, this came from the Appointing Authority meeting. You can look through the voluminous discussion on this topic in the verbatim minutes that we --

MR. COOLMAN: So they've already --

MS. CASSINI: -- distributed.

MR. COOLMAN: -- discussed it.

MS. CASSINI: Oh, yes.

MR. COOLMAN: So let's leave it that way.

MS. CASSINI: Yes.

MR. COOLMAN: With that said, can I ask a question? Do we assume, or is there a good chance, that Anthea will be back with us?

MS. CASSINI: Well, I think, again, that was the discussion at -- of the Appointing Authority, and you can see that they tried to craft the language of this revision to the ordinance to make that a possibility.

MR. COOLMAN: I guess I should apologize again for not reading

the minutes.

MS. CASSINI: It's okay.

MR. COOLMAN: But --

MS. CASSINI: But the -- this language is an avenue by which Ms. Pennant could be designated.

MR. ALLEN: It was my understanding in looking --

MS. CASSINI: Or at least recommended.

MR. ALLEN: -- or watching the video, there appeared to be a comment made by one of the members of the Appointing Authority that they had received assurances from Broward College that she would be a recommended person for continuing that position.

MS. CASSINI: Yes, they had already indicated that in writing to Angela and myself prior to us bringing this item to the Appointing Authority.

The issue is simply that no matter what their intentions are, the ordinance still has to be amended. And --

MR. ALLEN: (Inaudible.)

MS. CASSINI: -- I think there was also a desire by several of the Appointing Authority members that this category be treated like all of your other categories, that it not simply be a -- an automatic designation and automatic service, but that that person go through a vetting process and

also serve a specific term.

MR. COOLMAN: Oh, so it is going to be a specific term.

Well, the other good news is they have to change the ordinance, so they can change it for what we also talked about at the same time.

Anybody else have any other comments or -- all we're doing is discussing it, right?

MS. CASSINI: Yes.

MR. COOLMAN: Thank you.

Next item.

MS. CASSINI: That's it.

NON-AGENDA

MEMBER REPORTS

MS. CASSINI: Mr. Chair, we're moving now into Non-Agenda. So if you have any reports or any members have any reports.

MR. COOLMAN: I've probably already said enough for today, but, Alan, would you like to say something?

MR. HOOPER: No, I would agree, you did say enough for today.

(Laughter.)

MR. HOOPER: Thank you.

MR. COOLMAN: Other members have anything they'd like to say?

I'd like to hear from our two newest members how things went.

MR. MUNOZ: It's definitely a lot of information to take in, especially as someone, you know, I guess a layman, you know.

But it -- it is a lot of good information.

I guess maybe I would just need to be more involved in these and, you know, try to understand all these terms and terminology that goes along with it, so.

MR. COOLMAN: Well, it was a lot of information. We're in our fourth year and we're still a little bewildered sometime.

I would just encourage you to speak what's on your mind.

MR. MUNOZ: Got you. I'll try my best.

MR. COOLMAN: Erdal?

MR. DONMEZ: Well, soaking in a lot of good information, valuable information. A lot of -- I -- I want to say regurgitating at this point, you know, from the past.

I'm glad to be here, appreciate the -- the body, how collegiate, and also with staff, you know, how they're handling it, you know, so far.

And looking forward to the future meetings.

MR. COOLMAN: Well, great. We're looking forward to some new input from a new insight.

And we're very blessed with an incredible staff. It really makes our job a lot easier.

So, with that, Gretchen --

MS. CASSINI: So you need to --

MR. COOLMAN: -- (inaudible --

MS. CASSINI: -- adjourn --

GENERAL COUNSEL REPORT

MR. COOLMAN: -- General Counsel (inaudible).

BOARD COORDINATOR REPORT

MR. COOLMAN: Now we have Board Coordinator Report.

MR. COOLMAN: I have also spoken plenty today, so thank you very much.

ADJOURN

MR. COOLMAN: Does anyone have anything they're like to say before we adjourn?

Let's see, it's 1:07 according to my watch.

MR. ALLEN: Is that (inaudible) workshop now or --

UNIDENTIFIED SPEAKER: Yes.

MR. ALLEN: -- ethics training now?

MR. COOLMAN: Oh, yes. We have a little housekeeping. You need to tell us about that.

MS. CASSINI: Oh, no. You can adjourn the meeting. We will stop the -- the actual -- yes?

MR. COOLMAN: Oh, no, I know we can adjourn it, but you better tell us before we adjourn what we're supposed to do.

MS. CASSINI: Don't go anywhere. Your annual mandatory ethics training is coming right up --

MR. COOLMAN: In here?

MS. CASSINI: -- by the brilliant and talented Ms. Kristin Carter from the County Attorney's Office.

MR. COOLMAN: Oh, so Alan can get his training again. He needs it every year.

Alan, are you still there?

MR. HOOPER: I'm just trying to keep my mouth shut.

(Laughter.)

MR. COOLMAN: Well, the good news is you're not out skiing, but with that new knee, you're going to be even better on the slopes.

MS. ASHTON: So, as Gretchen mentioned, you want to adjourn this meeting and then just open the workshop.

MS. CASSINI: He did. He adjourned it as of 1:07. (Inaudible.)

MR. COOLMAN: Alan, I'm kind of acting like (inaudible). I forgot. I'm going to --

MR. HOOPER: **Motion** to adjourn.

UNIDENTIFIED SPEAKER: Robert's Rules of Order --

MR. COOLMAN: Thank you very much, Alan.

UNIDENTIFIED SPEAKER: -- (inaudible).

MR. COOLMAN: Everybody in favor?

All right. Anybody opposed?

Meeting adjourned at 1:08.

(THE MEETING CONCLUDED AT 1:08 P.M.)