

## MINUTES

### INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

August 18, 2023

#### MEMBERS PRESENT:

Phil Allen, Retired, Finance

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

Douglas Coolman, 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.

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, via Zoom

Anthea Pennant-Wallace, Vice Chair, Designee of Broward College, Supplier  
Relations and Diversity

#### MEMBERS ABSENT:

**Also Present:**

Angela Wallace, Surtax General Counsel, via telephone

Gretchen Cassini, Board Coordinator

Ray Burnette, Administrative Support Specialist

Tashauna Wilson, Marketing Manager

Laura Rogers, County Auditor's Office

Tim Garling, Deputy General Manager, Broward County Transit

Tony Hui, Deputy Director, Broward County Public Works Department

Coree Cuff Lonergan, Director, Broward County Transportation Department

Arethia Douglas, Assistant General Manager, Capital Programs, Broward  
County Transit

Paul Strobis, Jr. Director of Paratransit, Broward County Transit

Sheila Rose, Deputy City Manager, City of Coconut Creek

Margaret Dalley-Johns, Finance Manager, Broward County

Nick DiGiallonardo, Contract Grants Administrator

Miriam Meneely, The Laws Group

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at 115 S. Andrews Avenue, Room 422, Fort Lauderdale, Florida, at 9:30 a.m., Friday, August 18, 2023.

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

**CALL TO ORDER - CHAIR COOLMAN**

CHAIR COOLMAN: I'd like to call the meeting to order. It's August the 18<sup>th</sup> Independent Transportation Surtax Oversight Board meeting. It's just a little after 9:30.

**ROLL CALL - ROY BURNETTE**

CHAIR COOLMAN: So if we could have roll call, please.

MR. BURNETT: Douglas Coolman.

CHAIR COOLMAN: Here.

MR. BURNETT: Anthea Pennant-Wallace.

MS. PENNANT-WALLACE: Here.

MR. BURNETT: Phil Allen.

MR. ALLEN: Here.

MR. BURNETT: Erdal Donmez.

MR. DONMEZ: Here.

MR. BURNETT: Ronald Frazier.

MR. FRAZIER: Here.

MR. BURNETT: Alan Hooper.

MR. HOOPER: Here.

MR. BURNETT: Debbie Madden.

MS. MADDEN: Here.

MR. BURNETT: Alejandro Munoz is on Zoom.

MR. MUNOZ: I am here.

MR. BURNETT: Thank you. Good morning.

CHAIR COOLMAN: Great. We have everybody on.

MR. BURNETT: And Shea Smith is absent.

### **ACTION ITEMS**

CHAIR COOLMAN: I guess we have some action items today, Gretchen; is that correct?

MS. CASSINI: That's correct, Mr. Chair.

We are -- because we did not get any follow up questions from any of the members that require any presentations of additional information, we'll move right into action on the fiscal year 2024 budget items that you all saw on Wednesday.

And I'm going to turn it over to Angela to walk you through the motion statement and -- and the eligibility, actually.

### **1 - ACTION ON FY 2024 PROPOSED PROJECTS AND EXPENDITURES**

#### **MOTION TO APPROVE AS STATUTORILY ELIGIBLE (Sec.**

#### **202.055(1)(d), F.S.) THE PROPOSED PROJECTS AND EXPENDITURES**

#### **IN VARIOUS CATEGORIES FOR FY 2024**

##### **A - BROWARD COUNTY PUBLIC WORKS DEPARTMENT**

##### **B - BROWARD COUNTY TRANSPORTATION DEPARTMENT**

##### **C - BROWARD COUNTY AVIATION DEPARTMENT**

**D - MUNICIPAL SURTAX PROGRAM (COMMUNITY SHUTTLE AND PROJECTS)**

**E - OFFICE OF THE COUNTY ATTORNEY - SURTAX LEGAL**

MS. WALLACE: Okay. So the first action item would be for the FY 2024 proposed County projects and expenditures.

And for eligibility under 212.055 Florida Statutes, the proceeds from the surtax shall be applied to projects that are used for -- that are for the purpose of planning, development, construction, operations, and maintenance of roads and bridges within the County for the development, expansion, operation, and maintenance of bus and fixed guideway systems and on-demand transportation.

So the first action item includes the projects and the budget amounts for each of the County Public Works Department and public -- and the Department of Transportation's budget totals that were presented on Wednesday.

And we can take them all together if the board would like, or if you'd like to separate them, if there are any questions or discussion.

But the first motion would be to approve the statutory eligibility of the proposed projects and expenditures in the categories listed.

And if someone would like to -- to raise the motion, make the motion.

MR. FRAZIER: So **moved**, Mr. Chairman.

CHAIR COOLMAN: You're moving approval of all of them?

MR. FRAZIER: All of them.

CHAIR COOLMAN: Can I have a second, please?

(No verbal response.)

CHAIR COOLMAN: Do you have any comments?

MR. ALLEN: I -- I --

CHAIR COOLMAN: Do -- do we need a roll call vote or do we need --

MR. ALLEN: Was the motion seconded? I'd like to --

CHAIR COOLMAN: Pardon?

MR. ALLEN: -- I'd like to have a little discussion relative to the projects here.

CHAIR COOLMAN: Okay. Go ahead. Go ahead.

MR. ALLEN: Thank you.

I just would note that -- of course, this board's responsibility extends to the use -- projects that use the surtax. And I notice on the list, and -- and we did have a presentation on it yesterday, on the bypass road, that's not listed here because it's funded by the gas tax; is that correct?

MS. CASSINI: No, that -- the bypass road is listed here.

MR. ALLEN: It is? Did I --

MS. CASSINI: And it's within the very first bullet. So --

MR. ALLEN: Oh.

MS. CASSINI: -- 92.5 million dollars for Public Works capital design and construction includes 17.5 million dollars for the port bypass road --

MR. ALLEN: I thought it was 30 somewhere.

MS. CASSINI: It's 17.5 that's coming from the surtax. It's being leveraged by 30-plus million dollars of gas tax --

MR. ALLEN: Oh, okay.

MS. CASSINI: -- and an FDOT grant.

MR. ALLEN: So if you -- I would just note, then, that -- that including that with the -- the Intermodal Center and the people mover, that those projects represent about \$410,000,000 next year, not to mention that over the five-year program, the -- it's well over -- or it's over \$2,000,000,000 being invested in the footprint of a couple miles.

And we've got so many different departments taking these projects on, you know, and it's not really a role of this committee, other than to -- just to make a comment, because it doesn't affect the eligibility, et cetera.

And it's -- they are all within the guidelines of what is, in fact eligible projects.

But I would like to encourage somebody to develop some kind of a project management tool or function that will take all the -- these different projects -- I mean, you've got highway, you've got the airport, you've got the seaport, and a lot of the investment is at the port. You've also got the port.



And those entities have ongoing management responsibilities for running their operations and to also be devoting, from like five different points of view, this overall project coordination.

I am concerned, and -- and would recommend somewhere along the line somebody develop some kind of a tool or some kind of a management responsibility to pull all of these things together.

You've got -- you're going to have permitting issues, you've got right of way, you've got acquisition, you've got technology support.

I encourage -- I mean, these are wonderful projects and things that we have talked about as a community for 20 -- some of them for 20 years now, and we're now starting to see we've got a real effort here and devoting real money to these projects.

My --

CHAIR COOLMAN: Can I --

MR. ALLEN: -- rough calculation was we're spending about -- and over the five-year period, we're spending about 14, 15 percent of what we're going to collect on the surtax over a 30-year period.

So, you know, it's not a responsibility of our MAP Administration other than to monitor the -- the expenditure stuff, but the management function, I am very concerned with.

And you can take that back to the County Administrator or to the

Board.

MS. CASSINI: I will do so.

CHAIR COOLMAN: Mr. --

MS. CASSINI: I will bring it back to the County administration.

CHAIR COOLMAN: Mr. Allen, maybe I'm naïve, but I was assuming that's what MAP was going to do.

MR. ALLEN: No.

CHAIR COOLMAN: I mean, am I wrong?

MS. CASSINI: So we will monitor the finances through a centralized financial system that you all recommended that we develop back in 2019.

And we are going to be able to see the leverage that's coming in. We'll know when our various partners within the County are pursuing other funding sources.

And they are aware. Everyone is on the line, just so that you all are aware. Everyone who has items in the '24 budget that's being considered today is available virtually if there are any questions.

And so the -- the various agencies that are taking the lead on these projects that you're referencing understand that they will be coming back in front of the Oversight Board for the future.

Once the surtax funds have been given to the agencies that are sponsoring these projects, they're responsible to come back and provide

updates and progress reports and status.

And we will be reporting on the financial aspects of those projects, whether or not they're on target, whether or not they're on scheduled, whether or not they're on budget, whether or not they've been successful in achieving some of the financial assumptions that they presented to you on Wednesday.

But with respect to project management, you are correct. The centralized project management of any of, you know, these projects that are led by -- by other agencies is not something that MAP Administration is responsible for.

So I will be having a conversation with County administration about that.

CHAIR COOLMAN: Okay. So Allen --

MR. ALLEN: Again, it goes much beyond the financing and -- and the commitment of the dollars. It goes into things that -- when are we going to close this road or what is going to be the impact over here. You know, you've got three different cities involved. You've got Dania, you've got Fort Lauderdale, and Hollywood.

This is a -- I mean, outstanding project concept, but it -- it is -- you know, and -- and overall, it falls to the County Administrator and her management staff to coordinate that.

I just would like to see that kind of come together in some kind of a tool that, on the peripheral, we can look at what the financing and how that's going, et cetera, but on the -- on the accomplishment -- I mean, the completion of the environmental impact report. You know, I asked a question yesterday about there was a project that was done before but we weren't able to get no significant impact because we didn't have funding.

Now we have funding, so you can go back and brush off that existing environmental. You have a different agency involved, but that's fine.

So that's my only comments as it relates -- and I just encourage staff to -- to proceed and -- and congratulate them on seeing these things come in the vision now from something that was, you know, covered with a lot of fog for a lot of years.

CHAIR COOLMAN: Mr. Hooper?

MR. HOOPER: Yeah, I -- I -- Mr. Allen's right on. I mean, it's going to be extremely complicated.

But I am quite sure that on the engineering side and all the funding sources probably include a great deal of management that's in the budget for those things.

But, you know, it would be interesting if we could kind of understand the -- just as a practical matter, for the public to know, through us, what's going on. Maybe some sort of an org chart or something that shows how the

-- the players are going to manage through this.

It could be simple, or it could be super complicated, but I think we would benefit from understanding how the -- at the higher level, it's going to be managed.

Certainly, when you get to the construction, there's players out there that -- that work around the airport and the port -- some of them probably work at both -- at both facilities -- that understand the permitting and the moving around and how difficult it is to execute.

But it would be good to understand how the -- the -- the -- the players are -- are going to interact and how this will be executed from the -- from the agency standpoint.

But it is going to be very complicated.

And -- and I, too, congratulate all the different players that are going to put this together, because I think that this is going to take our airport and our seaport to that world-class level.

And, you know, half -- you talk about what are -- what are some of the things that slow your day down. And a lot of people have to travel to do business, and the smoother and -- I just got back from Miami airport. What a -- they're working on it, but that's -- that airport's a mess.

And so ours is so nice, and we're making it nicer, so it really sets the tone for our -- our County and our community when we do things like these.

So I'm very happy with those projects.

MS. PENNANT-WALLACE: Mr. Chair, one --

CHAIR COOLMAN: Go ahead.

MS. PENNANT-WALLACE: -- one quick comment.

I'm really glad that you raised that question, too, Mr. Allen, because I think it is important, not just for these projects, but for all our projects.

And we heard a little bit yesterday about the impact of the dollars spent, and I think that needs to be a constant every year, that we're reviewing how the investment from the penny tax is creating the results that we want to see in terms of alleviating congestion, how it's enhancing connectivity, but also how it's creating economic impact.

And, ideally, the propensity for whatever action we're doing to increase the Penny Tax dollars, it would be good to kind of know whether or not there's some real return on the investment in terms of for every dollar Penny Tax invest, over a certain time period we're seeing a -- an uptick in terms of the increase in Penny Tax revenue.

I will be curious to see that, because, you know, we're making these decisions now, but the truth is these dollars were projected over a 30-year period, and we don't want to spend all of the money now and then have nothing for our children to spend when they're sitting here, right?

So I just want us to kind of keep tabs on that throughout the -- the

entire period so we get a sense of where we're going and how frugal we can be.

Thanks.

CHAIR COOLMAN: Any other comments?

MS. WALLACE: So --

CHAIR COOLMAN: Mr. Frazier made a motion. And who was second?

MS. PENNANT-WALLACE: I'll second.

CHAIR COOLMAN: And Anthea will second it.

MS. PENNANT-WALLACE: Uh-huh.

CHAIR COOLMAN: Anymore discussion?

Do we need a roll call vote --

MR. ALLEN: Had anybody else -- I'm sorry.

CHAIR COOLMAN: -- do we need a roll call vote, or we can just do it by aye or nays?

MR. ALLEN: Mr. Chairman, just --

CHAIR COOLMAN: I'm sorry.

MR. ALLEN: -- just to conclude --

CHAIR COOLMAN: Go ahead.

MR. ALLEN: -- my comments here. I -- I don't know whether we think it's necessary at this point in time to do any kind of follow up as it relates to --

as -- as part of -- as we have in the past sometimes, we have included comments in our transmittal letter for, you know, those types of concerns.

I don't know if you want to incorporate something like that into the motion, whoever made the motion.

MS. WALLACE: Okay. So if I may, I think what -- I can provide a summary of what you were asking for.

So it's a coordinated project management system that would coordinate. The recommendation would be --

MR. ALLEN: System of organization --

MS. WALLACE: -- an organization --

MR. ALLEN: -- or something like that.

MS. WALLACE: -- structure that coordinates project management for all of these -- the projects that are included in the plan --

MR. ALLEN: Right.

MS. WALLACE: -- because they're -- they're interconnected. The -- the port projects, the -- the -- the rail among the port/seaport, and the port bypass road, the airport/seaport connector with rail, the people mover at Aviation and --

MR. ALLEN: And the hotel --

MS. WALLACE: -- the Intermodal Center --

MR. ALLEN: -- at the Convention Center.



MS. WALLACE: Right. Correct.

So the -- the -- the request would be -- the recommendation to include with the motion -- so it would be a motion to approve the proposed projects and expenditures in the categories listed and presented by the Public Works Department, the Aviation Department, the Transportation Department, and MAP Administration on August 16<sup>th</sup>, 2024, right, for their FY 2024 budget.

And so it's approving the statutory eligibility of the proposed projects and expenditures and recommending a project management structure that coordinates among the various projects.

Does that accurately --

MR. FRAZIER: Perfectly said.

MS. WALLACE: Okay.

MS. PENNANT-WALLACE: But also to track the return on investments in terms of all of these projects moving forward. How -- how do we do that? Would that be through that management tool?

CHAIR COOLMAN: Do you want to -- do you want to mix --

MS. WALLACE: No. So project management --

CHAIR COOLMAN: -- apples and oranges here or --

MS. WALLACE: -- for the project --

CHAIR COOLMAN: -- do it separate?

MS. WALLACE: -- is coordination of the different activities for the

project them -- the projects themselves. Coordinating design, coordinating destruction -- I mean construction, which would include, you know, traffic management and all of that.

So that's one piece.

The project management piece is what Mr. Allen is referring to.

So tracking the finances is another piece, right?

MS. PENNANT-WALLACE: Correct.

MS. WALLACE: Because it's not part of project management.

But we -- we do track the -- the leverage, the -- the surtax funding, the other funding sources, which are -- are tracked as leverage, and the project costs.

MS. PENNANT-WALLACE: But what about the --

MS. CASSINI: And --

MS. PENNANT-WALLACE: -- propensity for --

MS. CASSINI: -- and we can track. We know where sales -- sales tax revenues are generated --

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: -- you know, so we can bring that back to you --

MS. PENNANT-WALLACE: Okay.

MS. CASSINI: -- over time. I mean, everything is -- when we're doing these projects, we're looking forward, so --

MS. PENNANT-WALLACE: Right.

MS. CASSINI: -- we're projecting.

MS. PENNANT-WALLACE: Projecting.

MS. CASSINI: So we project certain level of increased revenue as a result of improvements, and then we would have to come back -- generally what we do now when -- when we bring back the information with respect to our annual audits.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: We would just have to distill that down to whether or not we were accurate with respect to our projections of increased revenues as a result of investments.

CHAIR COOLMAN: I don't think we want --

MS. CASSINI: Which we can certainly try to do.

CHAIR COOLMAN: -- to mix what you're saying into this motion.

MS. PENNANT-WALLACE: Okay.

CHAIR COOLMAN: I think it'll dilute what Alan's saying. And we're doing a lot of what you're saying anyway, but we need to -- we'll do it -- we can do that under member reports.

MS. PENNANT-WALLACE: Okay. Thank you.

CHAIR COOLMAN: We have a motion --

MR. ALLEN: Maybe we can handle this by --

CHAIR COOLMAN: Mr. Erdal --

MR. ALLEN: I would offer --

CHAIR COOLMAN: -- I mean Erdal?

MR. ALLEN: -- that as an amendment to the original motion, then.

CHAIR COOLMAN: Yes.

MR. ALLEN: To incorporate what Angela said.

CHAIR COOLMAN: Do we have to vote on that first? Do we have to vote on the amendment to the motion?

MR. DONMEZ: You need a second to the amendment.

MS. WALLACE: So if -- if Mr. Allen made the motion, then I guess Mr. Allen amended it. I guess you can --

MS. CASSINI: He did not.

MS. WALLACE: -- it's a friendly amendment. I don't know who --

MR. FRAZIER: I made the original motion --

MS. WALLACE: Okay.

MR. FRAZIER: -- so I accept it.

CHAIR COOLMAN: You made the original motion, Anthea seconded it, you added an amendment.

MS. PENNANT-WALLACE: Yes.

MS. WALLACE: So does -- Mr. Frazier accepts the friendly amendment --

MR. FRAZIER: I accept the --

MS. WALLACE: -- right -- to his motion.

MS. PENNANT-WALLACE: And -- and so do I, as the second. I second it, so --

CHAIR COOLMAN: Well, you don't have to second his. He's already accepted it, right?

MS. WALLACE: Right.

CHAIR COOLMAN: Is that right?

MS. WALLACE: Right. So it's the --

CHAIR COOLMAN: Okay.

MS. WALLACE: -- amendment -- I mean, it's the -- the -- the original motion, which is the -- the -- the projects as listed and the funding associated with those projects as listed, with a recommendation with regard to coordination and project management.

And Mr. Frazier has accepted that --

CHAIR COOLMAN: We'll -- we'll be --

MS. WALLACE: -- friendly amendment.

CHAIR COOLMAN: -- sending a letter to that effect. Okay.

MS. WALLACE: Right. And as a recommendation.

CHAIR COOLMAN: Anyone -- everyone's got their lights on. Do they want to speak?

MR. HOOPER: Oh. Light off.

MR. DONMEZ: I just want to make a comment, but it's probably more appropriate, you know, during the discussion after this particular action, you know, item, you know, regarding our municipal partners and -- and -- and their position and -- and also --

CHAIR COOLMAN: So you don't want to say anything right now.

MR. DONMEZ: Not right now.

CHAIR COOLMAN: Okay.

MR. DONMEZ: Yeah.

CHAIR COOLMAN: So we have a motion, amended motion.

All in favor?

(WHEREUPON, the committee members all responded with "aye.")

CHAIR COOLMAN: Anyone opposed?

(No verbal response.)

CHAIR COOLMAN: Motion passes.

**VOTE PASSES UNANIMOUSLY.**

CHAIR COOLMAN: All right. Erdal, do you want to wait, or do you want to say something now?

MR. DONMEZ: I'll -- I'll wait.

CHAIR COOLMAN: Okay.

MR. DONMEZ: Yeah.

## PRESENTATIONS

### 1 - FIVE-YEAR PLANS (FY 2024-2028)

CHAIR COOLMAN: We are now --

MS. CASSINI: On to the five-year plan, Mr. Chair.

CHAIR COOLMAN: Pardon?

MS. CASSINI: We're off to the five-year plan now.

CHAIR COOLMAN: Five-year plan. I have five-year plan.

Now, I think we're going to have Tony come up and start talking about this?

MS. CASSINI: Sure.

CHAIR COOLMAN: Is that right?

MS. CASSINI: So we'll invite Mr. Hui up, as we go through the various five-year plans that are being proposed.

CHAIR COOLMAN: Now, this is somewhat of a recap of what we did yesterday, correct?

MS. CASSINI: So what you'll notice in the five-year plans is that you'll see the request from fiscal year 2024 generally highlighted by the agencies.

But then what you'll also see is what they are proposing and projecting to do from '25 through '28, the new fifth year of the five-year plan.

### A - BROWARD COUNTY PUBLIC WORKS DEPARTMENT

MR. HUI: Good morning, Mr. Chair --

CHAIR COOLMAN: Good morning.

MR. HUI: -- members of the board.

MS. CASSINI: Your mic's not on.

MR. HUI: I'm sorry?

MS. CASSINI: Your mic's not on.

MR. FRAZIER: Your mic's not on.

MR. HUI: Mic's not on. Okay. Let's see.

CHAIR COOLMAN: The good news, Tony, is your name card's there.

(Laughter.)

MR. HUI: How do I turn it on?

MS. CASSINI: Let's find out. It sounds good now. Yup. I think they activated it, Tony. Try once more.

MR. HUI: Is this better? They fixed, Thank you.

CHAIR COOLMAN: Uh-huh.

MR. HUI: Should I get started?

MS. CASSINI: Yes.

MR. HUI: Okay. Yeah, I'm here to discuss the Public Works portion of our five-year plan for the surtax program.

In summary, this is the chart, similar to the one that we saw yesterday for FY '24.

The five-year program, the total amount that we're requesting is



\$362,000,000.

And what that does is that it is -- it is in the same categories that -- as we have discussed in the past, so I'm not going to go through the details of that.

And I'm also not going to go through the specificity that we did yesterday.

There -- there are a total of 220-plus projects included in this program. About half of it are related to design projects, and then about half of it is related to construction of the projects that are going to come up.

Number-wise, it's about a 50/50 split.

In terms of the dollar portion of it, of the 362,000,000, about ten percent of that is related to design projects, and the remaining 90 percent or so is related to construction.

It makes sense in terms of the split that we gear up design with the construction costs coming up.

What I'm going to do is is that as we go through -- oh, by the way, this includes all of the projects we discussed yesterday.

And then, as we go forth in each year that come up, I would do -- do the similar thing that we have done in the last couple of years, which is go through it with the same degree of detail that you have seen yesterday as we go through on every one of the -- every one of the fiscal years.

So this is a quick summary of where we head -- where -- where we are, where we're headed, and where we want to go. About \$362,000,000 in total for the next five years.

Is there any questions that I can answer for the board?

CHAIR COOLMAN: Go ahead, Tony. I don't -- I don't see any questions, Tony.

MR. HUI: Okay. And that's all I have for the board for this morning. Uh-huh.

MS. CASSINI: Thank you, Tony.

**B - BROWARD COUNTY TRANSPORTATION DEPARTMENT  
(INCLUSIVE OF COMMUNITY SHUTTLE EXISTING AND EXPANSION)**

MS. CASSINI: And now we'll invite --

MR. HUI: Thank you.

MS. CASSINI: -- we'll invite Coree Cuff Lonergan to come forward and present the Transportation Department's five-year plan.

MS. LONERGAN: Good morning everybody, again.

CHAIR COOLMAN: Good morning.

MS. LONERGAN: Good to see you all.

Tony, that's all he has to do is talk and use one slide. Just kidding.

So a couple small follow ups from yesterday that I'd like to -- to share with you.

First of all, there was a comment made -- and good morning. I'm sorry.

There was a comment made yesterday about us taking the -- the spots that you saw yesterday for like the Late Shift Connect and some of the other sports that we showed and have them play at some of the City Council/Commission meetings.

And so, incidentally, yesterday I was at the Broward County City Managers Association meeting, and I had the opportunity to meet Greg Harrison, who is the -- the chairman of that organization, the president right now.

It was hosted at the Junior Achievement building, and I don't know if you've been there yet, but it -- it's very nice, and it's in the lovely City of -- of Coconut Creek.

And so I have an action to follow up with him. I didn't do it yesterday. I was a presenter for PREMO. But I will follow up with him to see if we can make that happen and -- and push that out to the other cities.

The other thing is that I wanted to make you aware, there was a comment about some of the faith-based outreach and continuing to -- to go down that lane.

For the PREMO plan, we did touch base with about 250 faith-based organizations here in Broward County. We did that through emails and phone calls with a invitation to come and talk to them about the PREMO

plan.

And -- and so, so far, we haven't had too many people adopt -- you know, say yes to that yet, but we're following up on that on the PREMO side.

And since yesterday, Lynn, who -- who stood up here yesterday with me, has assigned somebody on her team, Lana (phonetic), to pursue that more aggressively on the operating side as well.

So we have that one covered.

And then the last one that I want to mention is around the Late Shift Connect, because there was some feedback there that I thought was -- was great.

Just so you're aware, there was outreach to the Tourism Coalition, the Hard Rock group, and others, to kind of promote the Late Shift Connect.

We've been out on the digital platforms also promoting Late Shift Connect as of late.

And we even had some of our Commissioners put it in their -- their newsletters to -- to push it out into -- into the public and raise awareness.

So we're acknowledging that there's still work to do on that.

And I've also reached out to my colleagues. Phil Dunlop, who runs our Cultural Division, and Tara, who runs our health and wellness -- Health and Welfare, I'm sorry, Division, and also Stacy, who does our tourism, to ask them to push it out to their contacts in the -- in their respective areas or

responsibilities.

So Tara's already gotten back to me and said she's happy to.

So I just wanted you to know that those three are in the works and are being covered.

I know there were other suggestions. I am tracking with you, sir, about, you know, the program management piece. I understand. I hear you.

And I know there were some other comments that were made, too.

So I just wanted to lead off or start off the conversation with that follow up for you.

Okay. So the -- I'm here to talk about the five-year plan for us for the Broward County Transit.

And, again, the categories are transitway, transit, transit infrastructure, and commuter rail. And we talked about them yesterday.

At this point, our overall ask for surtax is about 1.1 million.

And we also are looking for non-local commitments of about 1.6 million, for a grand total of a 2.7-million-dollar investment over the next five years.

MS. CASSINI: Just -- just to clarify for the record, those are billions.

MS. LONERGAN: Oh.

MS. CASSINI: Billions, billions. Each of those.

MS. LONERGAN: I don't know. Sorry. Billions. Yes.

MR. HOOPER: If we were negotiating, I would have accepted that.

MS. LONERGAN: You would have accepted that. I would have been on top of it if we were negotiating. Just -- just kidding.

Okay. Billions. Billions. Billions. Thank you, Gretchen. I appreciate that.

So for the PREMO plan, we have the LRT, the airport/seaport/Convention Center, and we just talked about some of that coordination, and then the LRT downtown Fort Lauderdale, seaport, and the center -- Convention Center, you know, that extension.

Bus rapid transit on Oakland Park Boulevard, and the bus rapid transit along US-441 or State Road 7.

That will buy about 108 emission -- zero emission electric fixed route buses. Also support our electric charging infrastructure and build out, 119 new paratransit vehicles, 250 new bus shelters, two intermodal transfer centers, and a transit development plan, which we're in our 2024 -- our 2023 transit development plan, and then we'll be up again for renewal in 2027, which is in that five-year horizon.

And then also the comprehensive operational analysis, and that'll be coming up in 2028.

Okay. So for our transit and BRT over the five year look ahead, we're talking about a total of 684,000,000 this time for our light rail transit and bus rapid transit.

And, again, we're having that non-local commitment.

The idea here is 25 percent of it, we're -- roughly, we're anticipating being funded through the surtax, with the remaining 75 percent through non-local matches.

However, for the bus rapid transit Oakland Park Boulevard, we're looking at the being 100 percent surtax so that we can get that up and running as quickly as possible.

And there are some advantages to doing that with local funds.

So this is the airport/seaport connector. I know that you're -- you know, we've talked about this before. Just a reminder, you know, we're looking at about three miles of elevated light rail transit, and that we will connect airport, seaport, and Convention Center.

And the annual ridership that we're expecting is about anywhere between 130K to 665 thousand -- hundred thousand.

And we're wanting that to open in 2028, and the price tag for that is about 1.25 billion.

And then --

CHAIR COOLMAN: Coree -- Coree, can I interrupt a minute?

MS. LONERGAN: Sure.

CHAIR COOLMAN: You have that opening in 2028.

MS. LONERGAN: That's the plan.

CHAIR COOLMAN: Wow.

MS. LONERGAN: Yeah.

CHAIR COOLMAN: Okay. Thank you.

MS. LONERGAN: You're welcome.

So the schedule's aggressive, and we -- we recognize that. It's definitely aggressive.

And, you know, it's -- the other side of that is, you know, we've been -- the surtax has been in existence now for, what, five years?

MS. CASSINI: Four.

MS. LONERGAN: Four. About four years. Okay. And -- and so we are trying to catch up. And, you know, it is aggressive and I -- I recognize that.

So any other questions about it, sir?

CHAIR COOLMAN: I missed that.

MS. LONERGAN: Any other questions, sir?

CHAIR COOLMAN: No, I'm -- not, no, no.

MS. LONERGAN: Okay. Great. Thank you.

CHAIR COOLMAN: I will have one for you at the end though.

MS. LONERGAN: Okay.

MR. HOOPER: You'll have more than one.

(Laughter.)



MS. LONERGAN: Okay. So -- all right. So this one is the -- the -- again, this is the extension over time. This includes the system planning and design, the construction, project management, and vehicles.

We talked about a little bit about the PM piece earlier in your -- your overall discussion. That sounds more like program management for all of -- the coordination for all of these projects in the same vicinity.

Just so you know, we are using consultants to support our staff in terms of the PM piece and the design piece for all of our -- our projects.

And, clearly, we will be using contractors to do the build-out for us.

And then this is the downtown portion. This is an additional three miles and we're -- we're connecting all these three economic engines to downtown Fort Lauderdale.

The price tag here is about 4.7 -- I'm sorry -- 417,000,000. And this one we're hoping to have in place by 2031.

And then this is the -- the -- the breakdown of costs and associated areas of expenditure from our PD and E and environmental system planning and design, project management, and construction.

CHAIR COOLMAN: I -- I do have a question on that previous slide.

MS. LONERGAN: Sure.

CHAIR COOLMAN: Back two -- one more.

MS. LONERGAN: One more?

CHAIR COOLMAN: The 417,000,000 is what would be spent between now and 2028, but there's going to be a lot more money spent between '28 and '31, I presume, correct?

MS. LONERGAN: Uh-huh.

CHAIR COOLMAN: Okay. Thank you.

MS. LONERGAN: Just today, for, you know, point of reference, I'm just talking about these five years.

CHAIR COOLMAN: Right.

MS. LONERGAN: There's a lot more to go in -- coming forward here.

Okay. So this is -- I just did this one.

MR. ALLEN: Excuse me. Mr. Chairman?

MS. LONERGAN: Oh.

MR. ALLEN: Before we leave this slide.

CHAIR COOLMAN: Mr. Allen.

MS. LONERGAN: This one?

MR. ALLEN: Where -- where is the -- the transit center in the donut?

Where is the -- at the airport for the transportation hub?

MS. LONERGAN: The Intermodal Center?

MR. ALLEN: The Intermodal Center.

MS. LONERGAN: Oh, so it is -- it's near the highway --

MR. ALLEN: No, I -- I mean, I know where it's --

MS. LONERGAN: Okay. Sorry.

MR. ALLEN: It's in the cloverleaf of the entry ramp. But where is the funding --

MS. CASSINI: It's --

MR. ALLEN: -- for that? I mean, who's paying --

MS. CASSINI: -- it's in the Aviation --

MR. ALLEN: -- for that?

MS. CASSINI: -- Department. In the Aviation Department.

MR. ALLEN: Oh, okay.

MS. CASSINI: Yeah, that's what came to you for 2024 when you just approved the fiscal year 2024 --

MR. ALLEN: That was included in there.

MS. CASSINI: -- the automated people mover and the Intermodal Center. So APM and IMC are both being led by Broward County Aviation at this point.

CHAIR COOLMAN: That was the \$2,000,000,000 we were talking about yesterday.

MS. CASSINI: Well, it's about 400,000,000 for those two projects from the surtax in 2024.

CHAIR COOLMAN: But the overall project was 2,000,000,000, and 400,000 was coming from surtax.

MS. CASSINI: So we can -- we can go back to that when Ms. Loneragan is -- is finished, if you'd like to look at those.

MS. LONERAGAN: Okay. Anything else before I go on?

All right. This is Oakland Park Boulevard. Just as a reminder, this is 15 miles of the bus rapid transit. We'll connect the Sawgrass Mills Mall area to the Oakland Park's -- the City of Oakland Park.

We'll have 16 branded stations and, where feasible, we'll have the exclusive bus lanes.

And we'll supplement that with local bus route.

And the cost here is about, on the higher end, is two point -- I'm sorry -- 213,000,000.

And the annual ridership is about 3.2 million that we're anticipating.

And we're hoping that'll open in 2028. That's our projection.

Again, here's the breakdown by category, which is very similar to what you've already seen. Project planning and design, all the way down to vehicle acquisition.

And that's about 213,000,000 over the next five years.

This is the State Road 7 corridor. This is a bus rapid transit corridor complemented with a -- a high frequency bus service, which is the green to the north.

And the overall request here in total is about \$216,000,000, with

54,000,000 coming from surtax and the remaining coming from our partners from the state and federal government.

And then we have equipment purchases as part of that as well.

And then these are our transit category. So over five years, this is focusing on our fixed route buses, our high frequency buses, our paratransit vehicles, and planning studies.

So the total expenditure here overall is -- is 181,000,000 roughly, and the ask of surtax is the total amount of that request with no local -- no -- no non-local funding requested in this case.

So this will prepare us for the purchase of 63 electric buses for our -- for our fixed route service at a cost of about nine -- 97,000,000. And then also the purchase of 45 electric buses for our high frequency bus service at a cost of 60,000,000 beginning in FY 2024, those procurements start to take place.

From a paratransit perspective, we're looking at purchasing 119 new paratransit vehicles and at a cost of about \$13,000,000.

And then we're going to convert about 104 of our existing vehicles to propane, which is a cleaner fuel source for us, at an expense of about 1.1 million dollars.

Then, again, we have those planning studies, the transit development plan. In FY 2027, we'll be due to do that.

And then in 2028, we'll be due to do another comprehensive operational analyst -- analysis of our existing system.

And at that point, we'll include some of the new stuff.

Okay. Now, for transit infrastructure, I'll talk a little bit about what's included in this category in just a second, but just to kind of talk about the financial end of it.

We're looking at about \$293,000,000 of surtax funding for it.

And it includes our western Broward Intermodal Center. So this is the terminus point for the convergence of, you know, the light rail, the -- all of our existing fixed route service that serves Sawgrass, whatever's going to be new coming out of the comprehensive analysis, and then also the -- the bus rapid transit for Oakland Park.

So we're looking at about 7.4 million dollars for that.

And the Hollywood transfer -- Hollywood Transit Transfer Center, we did talk about that yesterday. And that is -- the intent here is to relieve some of the traffic on Young Circle by relocating the bus layover areas, as well as the transfer locations away to a different facility.

And that'll be located at Federal Highway and Taylor Street.

And then this is also including the electric bus charging infrastructure, bus shelters, and bus stop improvements.

And here's a list of all the projects and the dedicated resources and

financial resources needed to pursue them over the specific time horizons that are listed in the right-hand side.

And then these are our infrastructure, so the other. IT, we talked about that yesterday. For transit infrastructure, that does include our IT projects, as well as land acquisition and security enhancements and project management.

And so the -- from a technology perspective, we're looking at the continuation of our contactless open payment fare system, intelligent software -- asset software, which is -- supports the maintenance of our buses and understanding some of our asset management requirements and running repair responsibilities, our access points replacements.

So this is, you know, kind of small, but it's just for some of our phones for new employees, and spare phones. So that's kind of our com piece that's folded in there.

And then we're looking to use about 2.4 million of it to support our CAD AVL, which is our computer aided dispatch to --

CHAIR COOLMAN: Let's --

MS. LONERGAN: -- to help us do better vehicle locate -- locating and the -- also the dispatching of our fleet.

And then our land acquisition is at about 51,000,000. As you know, we've talked about this, we do not have any property yet identified for our

light rail facilities, our maintenance facility, so that's going to be folded into that, as well as, you know, some of the other acquisitions that we might have to make as a result of some of the improvements that we're proposing under PREMO.

MR. ALLEN: Mr. Chairman.

MS. LONERGAN: Sure.

CHAIR COOLMAN: Mr. Hooper?

MR. HOOPER: Let Mr. -- Mr. Allen first and then me.

CHAIR COOLMAN: Mr. --

MR. ALLEN: If you --

CHAIR COOLMAN: -- oh, Phil Allen.

MR. ALLEN: -- who -- how do you -- I'm sorry. The IT security, do you provide that as in-agency, or does -- do you do County security on information --

MS. LONERGAN: Our --

MR. ALLEN: -- technology?

MS. LONERGAN: Yeah. The -- so we have our own secure IT.

So we are part of ETS, which is the overall County umbrella, and so we are under their security protocols, their cyber security protocols, but we do have, from our perspective, tools that we use for our operations that are very different from the rest of the County.



And so, you know, we have our own specific software and technology that we use.

As an example, our buses have, I believe, eight cameras on the inside of every bus and 12 cameras on the exterior. And so we capture that data and are able to pull that when we need to.

MR. ALLEN: I was talking more about our data security and network security.

MS. LONERGAN: Yeah, that is ETS. And -- and just to -- to, you know, be transparent here, we cannot buy anything and put it on our network unless they approve it.

MR. ALLEN: Okay.

MS. LONERGAN: So there's a whole process around cyber security.

MR. ALLEN: And vice versa.

MS. LONERGAN: Right. Yeah.

MR. ALLEN: Okay.

MS. LONERGAN: So we -- we don't do that.

CHAIR COOLMAN: Mr. Hooper?

MR. HOOPER: Yeah, so on the land acquisition part of it, I know that that 51,000,000 is so that you're -- you can pretty much bust a move on a piece of property before you have to come in here and ask us for the money, right? So that makes a lot of sense.

I know that there's a -- a lot of properties that the County owns. Are there any out there that they're not using, don't have any use for where you could maybe dispose and then throw that into the fund, or -- or -- I don't know. It would be interesting, because I know the city has a lot -- City of Fort Lauderdale has a lot of properties, and they sometimes will dispose the ones that they don't need, or they'll contribute them to the CRA or something like that.

So that way, there's -- you know, we're not buying something just because it's for sale and then we find out that we're sitting on something that we bought but didn't really bake it out totally.

Or are there pieces that we've done that in the past and that we could not dispose of and maybe -- again, I -- I just -- I see properties. I look around all the time. I'm constantly looking at the Broward County Tax Appraiser's map looking for real estate.

I am not talking about me personally, but you run into a lot of real estate that cities and County owns that are -- that are trees, that are Melaleuca trees and stuff. They're just sitting there.

CHAIR COOLMAN: Looks like Angela has an answer.

MR. HOOPER: Okay.

MS. WALLACE: Yes. So all the property acquisition is coordinated through the Real Property Division. So Larry Mahoney is the Director of Real

Property. He has an inventory of all of the County's property, and any acquisition of additional property is coordinated through Real Property.

So there is an inventory. We look at the areas where, you know, there's a need and whether the County owns property in those areas, and all of those factors that you just mentioned are taking into consideration, whether there's actually County-owned property that can be utilized for the needed purpose.

MR. HOOPER: Thank you.

MS. LONERGAN: Okay. So this is our commuter rail project. This is the south -- southern portion of it.

Again, this is south of the New River. Three stops at Hollywood, the Fort Lauderdale airport, and then the third stop before the river, which would be the terminus at this point of the project, and that is at Broward County -- Broward Health facility.

And this is 11 miles.

And we are connecting with Miami-Dade, and so if, you know, when we have the full complement of all the stations from our end, plus Miami, we'll be looking at a annual ridership of about 4.8 million.

We're estimating an opening date of 2027.

And the total investment here is in the 297,000,000 range.

And -- and so there's a portion of this that's already been committed by

our Commissioners, which I believe you're aware of.

We're also looking for non-local match from the FTA.

I did mention yesterday that there's two things that are happening that are really great. One is that we're going to be submitting our paperwork in for rating for -- as a New Start.

So any project that's under \$400,000,000 is eligible to participate in the New Start program. And so there's a sequence of events that have to happen.

We don't have to get a rating, but projects that get a rating kind of have a -- a heads up about where they stand, potentially, against other projects that may be more competitive or, you know, we -- we can figure out where we stand against the competition.

And it's also an opportunity for us to tweak things that are of concern for the FTA.

And so that's where we are. That's going to be submitted next week. And we're super excited to really hit that milestone.

And I actually have a meeting with the Brightline folks next week as well. So things are moving.

Okay. So this is the five-year transit operating expenses. So overall, for the next five years, we're looking at spending 781,000,000, roughly.

And that's our BCT operating expense. So that's for our buses and

general operations.

And the Late Shift Connect is a -- a steady cost for the next three years, and then there will be an anticipation of a drop off in 2027, 2028, so we'll have to take a second look at that.

And then the micro transit program is funded through 2026 with a drop off in 2027 and 2028.

So the total operating ask overall, again, is that seven -- 78.9 million.

And then this is our overall transit operating landscape. So this is our revenue stream here.

So the surtax, as you can see, is on the top line, and that's what you guys are contributing to us. So thank you so much for that.

And this is through 2028. And it -- and we're looking back in 2020, so it's that eight-year horizon.

We also have our fare box revenue, so that's a source of revenue for us -- or -- or it contributes to part of our revenue equation.

We have our General Fund, which is, you know, from our property taxes that we have a steady stream of dollars that are consistent over the next five years from there.

We also have the gas tax that's dedicated to transit.

Then we have our -- our advertising contract.

And then we have our block grants from the FDOT. These grants are

used -- they're formula grants, and they help with our operating expenses. They're -- they're based on ridership and mileage and a bunch of other stuff, but it's a -- it's a really good resource that we have out there to support us.

And then the COVID relief. So we all know that the CARES Act is coming to an end, and it's -- we've been fortunate to get the money that we have from the CARES Act. So it's been offsetting some of the expenditures that we've been planning to ask the surtax to fund.

And so we're seeing that drop off in '24 and -- and forward as those funds are no longer available.

And so that is our number. So this is what it looks like over the next eight years.

MR. HOOPER: I've got --

MS. PENNANT-WALLACE: I have a question.

MR. HOOPER: We both have questions.

MS. LONERGAN: Oh, sorry.

MR. HOOPER: Go ahead.

CHAIR COOLMAN: Anthea?

MS. PENNANT-WALLACE: Sorry. Yes. I -- I really love this spreadsheet and it had me thinking how important it might be for us to have something similar to this on all the projects that we've funded through Penny Tax Dollars to kind of give us a perspective of how much we're spending.

And maybe we already do, but I -- I don't recall seeing it configured this way.

I love the fact that you've laid out where the surtax dollars are coming from and any additional resources.

I just think that we need to be mindful of how we're spending. When I see all these billions being spent, I worry sometimes that are we going to get to five years from now? Because so many of these budgeted items are multi-year investments, and I worry that, you know, five years from now, when we look at other opportunities to invest in other projects, we don't have enough funding. And they're just as important as the ones we're looking at now.

So I -- I -- I really like the idea of us looking at those that we've already approved and just kind of looking at it with this eye. And I don't know whether or not that's possible, but.

MS. CASSINI: It is possible, and we do have that in our internal dashboard, and we will be sharing that with you at your retreat on October 20<sup>th</sup>.

MS. PENNANT-WALLACE: Perfect. Thank you.

CHAIR COOLMAN: Mr. Hooper.

MS. PENNANT-WALLACE: I love this.

MR. HOOPER: Yeah, and kind of -- this is just after hearing what

Anthea said. I'd almost like to see a cash flow projection where you show us the revenue, you show us the project expense, operation, all that, and then we just see how our bottom line looks at the end of every year, so that Anthea knows that her children, when they're sitting on this board, will be able to spend some money.

MS. PENNANT-WALLACE: Yes.

MR. HOOPER: Right?

MS. PENNANT-WALLACE: Correct.

MR. HOOPER: Okay. And -- and, yeah, because that's interesting. And I was get -- one of my comments was on the revenue side, is there somewhere this week -- this week that we have seen the revenue projections and how much sales tax we bring in on an annual basis and what we brought in --

MS. PENNANT-WALLACE: More or less.

MR. HOOPER: -- that applied to this year, or to the -- it would be -- I don't -- I don't think I've seen that, that, okay, we brought in this year 100,000,000 in sales tax. That -- that would be interesting.

MS. CASSINI: What I can do is when everybody has completed their presentations, I can pull up the County's budget book that does show all of that --

MR. HOOPER: Okay.



MS. CASSINI: -- information.

MR. HOOPER: That'd be great.

And then just a question. It's a hard question. Because in the past, our operations, as a -- when we were sized pre-surtax, we spent -- there was a probably gas tax, General Fund, there was probably some block grants, and it ran the operation, right?

I just -- I'm -- I'm wondering, because the General Fund transfer, did we -- are we -- did we take over some of what was before on the operational side? Because it's -- it's constant. The General Fund is 26.9 every single year, and it doesn't go up with inflation or anything.

And so was that -- the question is was that the number that was being spent pre surtax and then was it set to stay constant going forward, or did we just pick up 40,000,000 in what was part of the old system? You follow me?

MS. LONERGAN: Yes, I do.

MS. CASSINI: Yes.

MS. PENNANT-WALLACE: Yes.

MR. HOOPER: I'm just --

MS. LONERGAN: Tim is going to --

MR. HOOPER: -- doing this on behalf of --

MS. PENNANT-WALLACE: The people.

MR. HOOPER: -- the people we represent.

MS. LONERGAN: Yes, Tim's going to come up and help me with this answer.

Hi, Tim.

MR. GARLING: Yeah.

MS. LONERGAN: Thank you.

MR. GARLING: Good morning.

MR. HOOPER: Good morning.

MR. GARLING: Tim Garling, Deputy General Manager, you know me, right? So, good to see everybody this morning.

Yeah, so when we put together the 30-year plan, right, one of the principles that we had, what you saw with the General Fund transfer, the gas tax, those were the traditional levels of those amounts that we had in -- in the past, right? That's how we were running our system, that along with our fare box --

MR. HOOPER: Right.

MR. GARLING: -- and -- and whatever.

So as we put the plan together, the -- the idea was to keep that level of effort constant throughout the -- the 30-year program, and then use the surtax to pay for increase of existing services and to fund the new services that we're going to have.

So this really is kind of reflecting now rolling out -- it's reflecting the

plan that we had, and now you're seeing this kind of come to life, and you're seeing, as more and more projects get done or we expand our service, you're seeing the surtax take a bigger -- bigger piece of what's going on in the future.

But it -- it was really always anticipated that the level of effort that was originally there, we're just going to stay at that level, and the surtax will supplement.

MR. HOOPER: Okay. So it's -- it's just -- it's -- it's what it was before and it's going --

MR. GARLING: Constant.

MR. HOOPER: -- going forward constantly. Okay.

MR. GARLING: Yeah.

MR. HOOPER: Great. Thank you --

MR. GARLING: Okay.

MR. HOOPER: -- Tim. I appreciate that.

MR. GARLING: Thank you.

MS. LONERGAN: Thank you, Tim.

CHAIR COOLMAN: Just an after comment of that. I would have thought --

MS. LONERGAN: Maybe you should stick around.

CHAIR COOLMAN: -- that at least the General Fund transfer would go

up for inflation, because if not, I mean, we're taking everything -- more out of surtax.

In fact, my comment is --

MR. ALLEN: Did you vote for the lottery when it was offered?

CHAIR COOLMAN: Pardon?

MR. ALLEN: I said, did you vote for the lottery when it was created to supplement education dollars?

CHAIR COOLMAN: Hey, let's not get into that one.

But my comment is why wouldn't that at least go up? You know, you've got a good -- you guys are really good at increasing my taxes at three percent every year, so you ought to be increasing the General Fund transfer at three percent a year or something like that.

Anyway, you guys -- I -- it's just a comment.

Now, but my other comment is the total five-year operating is 368,000,000, and right now the transportation surtax total is a little over 200,000,000, which is what, 60 percent or something like that. Or even 70 percent.

This is really maybe a -- some help with Gretchen here.

Looking at all the other projects where we're matching dollars and getting money, it looks like we're putting in about a quarter of the funds. The big airport thing the other day was -- was \$2,000,000,000, and we're putting

in 400,000.

As a general rule, that's what it looks like.

This is obviously slanted because of the operations. And I'm not saying good or bad, I'm just saying that that's -- that's why I think Alan was asking about the fixed rate and I'm asking about why doesn't it grow a little bit, because that's just an observation. It looks like we're -- we're giving a lot more than 25 or 30 percent. We're not being able to do as much with our surtax dollars in the operating as we are elsewhere. That's all.

It's just a comment. I don't know --

MS. PENNANT-WALLACE: No --

CHAIR COOLMAN: -- what -- we can do anything about it --

MS. PENNANT-WALLACE: Sorry.

CHAIR COOLMAN: -- but -- Anthea?

MS. PENNANT-WALLACE: No, I agree with your comment. It's -- it -- it's as if the Penny Tax has taken on the lion's share of the responsibility and the County has just decided that they'll stay status quo and enjoy the benefits -- the added benefits of the dollars being generated through the Penny Tax.

So I -- I hear what you're saying.

CHAIR COOLMAN: Well, there's also something to be said if we didn't have the Penny Tax, we wouldn't be operating anything.

Which leads to a comment that I was going to hold for later, but

Wednesday we learned that we're moving 200 -- 20,000,000 people a year, correct?

At the end of this five-year period, I know all projects aren't going to be completed.

Do you have any idea whether that increase in passenger load is ten percent, 20 percent, 30 percent? Because I see 4,000,000 here, 5,000,000 here.

MS. LONERGAN: Yeah.

CHAIR COOLMAN: What -- I think that would be a good piece of information to have someday.

MS. LONERGAN: Let us calculate that, because I don't have it off the top of my head, and I don't want to --

CHAIR COOLMAN: That's fine.

MS. LONERGAN: -- mislead you today. So let's -- and we can get it back to Gretchen and get you a -- a number for that.

CHAIR COOLMAN: And I realize even in -- because some of these projects go out ten years, and we're --

MS. LONERGAN: Yeah.

CHAIR COOLMAN: -- spending -- we haven't -- we're going to be spending the money.

But I'd like to know how -- how our passenger load is -- is going up.

MS. LONERGAN: Yes, sir, understood.

MR. HOOPER: Mr. Chairman?

CHAIR COOLMAN: Yes, Mr. Hooper.

MR. HOOPER: Yeah. Just to answer -- I think I'm -- I'm going to try to answer the question you'd probably try to answer.

But when you have a dedicated source of funding for operations, which is one of the things that the surtax was -- was intended to do, it allows us to go after FTA money and other things, because they look at that and grade you based on your ability to pay for the operation.

So the operation, I -- I think it's fair to say that the operation was going to grow and that we were going to spend surtax money for an increase in operation.

So I think I probably hit that on the head, right?

MS. LONERGAN: Yeah.

MS. WALLACE: Yes, you did.

MS. LONERGAN: In fact, in some instances, the FTA requires you to have six months of operating funds in escrow at the time that the grant is issued.

So they're very serious about making sure that that capital investment is -- is appropriately funded on the back end when it goes into service.

MS. PENNANT-WALLACE: And they wouldn't question whether or not

your operating funds would be going up just like everything else?

MS. LONERGAN: Yeah, they -- I mean, the operating funds are likely to go up year over year. I mean, there's inflation and there's other costs associated with that.

MS. PENNANT-WALLACE: But are they saying, it's the same?

MS. LONERGAN: But what's flat, I think, that --

MS. PENNANT-WALLACE: Is the General Fund.

MS. LONERGAN: -- is the General Fund and the gas tax.

MS. PENNANT-WALLACE: Okay. I -- I see it. Okay.

MS. LONERGAN: That's okay.

MR. HOOPER: Yeah the General Fund is the only thing that stays constant.

CHAIR COOLMAN: Next? Okay. Coree, go ahead.

MS. LONERGAN: Thank you. Okay.

This is the five year look ahead for the community shuttle from an operating perspective. So this sums all of it.

We're looking at 60,000,000 for the commuter -- community shuttle, an additional 8,000,000 for our shuttle capital -- sorry. The first one is operating only. The next one's the capital investment. That's for new buses and the transfer of equipment from diesel to propane.

And then we need to make certain improvements to bus stops for the



community shuttle program in response to the American with Disability Act and accessibility requirements that we -- we have to honor.

And there is also an opportunity to expand the community shuttle service, which has been included in here at about 19.7 million.

CHAIR COOLMAN: Just a question on that. So this is -- this goes to the cities and it comes off the mag; is that correct? That's what that says?

MS. CASSINI: Yes.

CHAIR COOLMAN: Okay. Thank you.

MS. CASSINI: That's what the notation indicates.

MS. LONERGAN: What -- what's the mag? I'm sorry.

MS. CASSINI: So on your previous slide, if you read the -- the notation

--

MS. LONERGAN: Oh, the mag. I'm sorry, okay.

MS. CASSINI: -- at the top -- yeah, the minimum annual guarantee.

MS. LONERGAN: Okay. Sorry. Thank you.

MR. ALLEN: Mr. Chairman? Mr. Chairman? The new buses, the expansion or the purchase of new buses, are those being purchased for propane -- propane or --

MS. LONERGAN: So we --

MR. ALLEN: -- there's also a conversion program for --

MS. LONERGAN: -- it's a --

MR. ALLEN: -- propane?

MS. LONERGAN: -- conversion. So we buy them and then we -- we convert them.

MR. ALLEN: So you -- you can't buy them as propane, or you have to do the conversion yourself?

MS. LONERGAN: So I'm going to have Paul come up, because he's the expert on our propane program. He can tell you.

MR. STROBIS: Good morning. Paul Strobis. I'm the Paratransit Director for BCT.

The vehicles that we utilize in the service come as gasoline from the manufacturer. We use Ford and Chevy chassis for these types of vehicles.

You can have the manufacturer that puts the body on the back of the chassis include the propane system during the manufacturing process. It tends to be a little more pricey.

We have a contract to do the conversion after the fact to --

MR. ALLEN: Okay.

MR. STROBIS: -- save us some money.

MR. ALLEN: Okay.

MS. LONERGAN: Thank you, Paul.

Okay. And this is the five-year plan for the community bus shuttle program. So these are the -- a thousand bus stops over -- over the five-year

horizon at 23,000,000, and the purchase of eight -- 46 vehicles for \$8,000,000 over the five-year horizon.

And then the expansion of the community shuttle program and that -- that shows you the expenditures over the five-year period.

And let's take a break, but that's not my call. But I will say this. I just want to make a -- a comment about the community shuttle program.

So, you know, we have been approached by many of the cities to take a look at that program and -- and see what we can do in terms of micro transit.

And so we are trying to figure out what the right mix is there, and we're looking into it.

So we want to answer the mail there and try to be as responsive as possible to the cities. They have some micro transit programs that are very, very successful. They have community shuttle routes that are very successful, too.

So we're just trying to balance that.

CHAIR COOLMAN: Are these community shuttles only used within the boundaries of that city?

MS. LONERGAN: Yes. Yeah. Right?

MS. CASSINI: Well, sometimes no.

MS. WALLACE: Some of the routes --

MS. LONERGAN: Is there one --

MS. WALLACE: -- overlap. No, some of the routes overlap.

MS. LONERGAN: They --

MS. WALLACE: So they're set routes, and some cross municipal boundaries depending on -- because there's -- you know, they're like close.

MS. LONERGAN: Okay.

MS. WALLACE: So, yeah.

MR. HOOPER: And sometimes it makes -- sometimes it makes sense to connect to certain places, like --

CHAIR COOLMAN: Right. Well, where I was going with this is why does this come out of the mag that the -- it's the portion when this is a transportation system countywide and, in some cases, crossing -- I'm just asking that question.

MS. WALLACE: The second amendment.

CHAIR COOLMAN: Pardon?

MS. WALLACE: The second amendment to the interlocal agreement among the County, the municipalities, and the MPO provides that the community shuttle costs come out of the mag.

CHAIR COOLMAN: Well, who -- who's propose -- I mean, who proposed that? The County or the city?

MS. WALLACE: All of the parties agreed to it. So the cities have

existing commun --

CHAIR COOLMAN: I --

MS. WALLACE: -- wait a minute.

MR. HOOPER: We can't go back --

MS. WALLACE: The cities have --

MR. HOOPER: -- and start talking about --

MS. CASSINI: No, no, no. Let's not negotiate this on the dais.

MS. WALLACE: Right.

MR. HOOPER: Yeah. Come on. Come on.

MS. WALLACE: The cities had --

MR. HOOPER: I don't have time for this.

MS. WALLACE: -- existing service --

CHAIR COOLMAN: I just asked --

MS. WALLACE: -- that was --

CHAIR COOLMAN: -- a question.

MS. WALLACE: -- funded, you know, by the County. The County has provided the capital. The County has always provided the vehicles. The County provided a portion of the funding before the surtax passed.

The County decided to fund all of it, so the County absorbed what the municipalities used to pay.

The -- it's a voluntary program, so the cities that asked to participate it -

- in it were -- were brought in and participated in it, and they operate the service. And the County took over what the city -- the portion of the -- the funding for the -- the operations that the cities used to fund and it -- through the surtax, we took out -- and so that is all included in the minimum annual guarantee that the County has committed to municipalities through the existing interlocal agreement.

CHAIR COOLMAN: All right. As long as we're not impacting the function and -- and use of these transportation systems, then it's probably okay.

But I'm -- I'm -- it's a big system, and it just looks like -- I don't want a bunch of little parts running around that aren't connected to the whole. Okay?

MS. LONERGAN: So --

MR. HOOPER: That's the deal that was cut.

MR. ALLEN: Mr. Chairman?

CHAIR COOLMAN: Pardon me, Alan?

MR. ALLEN: Mr. Chairman?

MR. HOOPER: We can't be sitting up here arguing over a deal that was cut. I mean, it's already cut. I know you don't like it, but it --

CHAIR COOLMAN: I'm not -- I'm trying to make sure it -- we are being as efficient as we can. That's what I'm -- what I'm raising the issue.

I don't care how it got there. I just want to know are we being as

efficient as we can with those tax dollars moving people in and amongst other services.

MR. HOOPER: Okay. Okay. So when I was chair of the TMA in Fort Lauderdale, community shuttle, we were dying for money, okay, and we were constantly -- the County threw in some money, the city threw in some money.

It was difficult at best to even operate.

And so I can assure you that this community shuttle program, the way they've set it up, is a hell of a lot more efficient than it was when -- when they were doing them all on their own, with the County coming over and saving the day whenever they needed an extra half a million or a million dollars.

It's a good plan.

MS. PENNANT-WALLACE: Right. So there are some efficiencies that are built in by this partnership, so -- and -- and probably why everybody agreed to it.

But you have the right to question things if you want. You're the Chair.

MR. ALLEN: Mr. Chairman?

CHAIR COOLMAN: Mr. Allen.

MR. ALLEN: The bus shelters, do they all have the next bus technology?

MS. LONERGAN: Not yet.

MR. ALLEN: Is it planned?

MS. LONERGAN: Yeah, so Arethia is -- is looking into that, and we're trying to figure out how to implement something like that.

But we don't have that in service yet.

MR. ALLEN: Is there any difference between the spec for a community shuttle stop and a County stop?

MS. LONERGAN: Yes, there is, and I'll have Arethia explain that to you.

MS. DOUGLAS: Arethia Douglas, Assistant General Manager of our capital program and the bus stop program and the improvement program --

CHAIR COOLMAN: Can you use the microphone?

MS. DOUGLAS: -- does fall under my purview.

And we do work with our community bus partners that presses in our department.

The difference is there's not much difference. Some fixed route stops are shared with community bus stops.

We are mandated by the federal government to make these stops ADA compliant.

So what you see up there is -- and in the five-year plan for community bus is funding to make community bus stops ADA compliant. So the requirements at a fixed route bus stop will be duplicated at what -- what we now will have as dedicated community bus stops.



So we need a landing area, for instance. It needs to be five by eight. We'll do the same at the community bus stops if they're not a shared stop with our fixed route stops.

MR. ALLEN: But the -- the services are somewhat interconnected, right? I mean, how -- who -- does the rider have to be knowledgeable in I'm -- I get on a community service bus and then I go to the nearest County stop and get a countywide bus?

MS. DOUGLAS: Well, at the bus stops, we do have signage that identifies the service and the routes, both for fixed route and community bus.

So if it's a shared stop, you'll have signage that says, for instance, Route 18, and then you have one for the community bus service, too, at the same stop.

So we do sign so our passengers are aware of what routes are at those locations, especially the ones that are shared.

And then the -- for the ones that are not shared, we do work with the -- the cities to also sign those stops where they cities wanted to have signed bus stops.

MR. ALLEN: Okay. Next question. I don't know if you can answer this.

Is there -- is the pay equity issue going on, still going on?

MS. LONERGAN: I'm sorry, sir, the --

MR. ALLEN: The pay equity issue between the shuttle drivers and the countywide buses? Is that --

MS. LONERGAN: So, yes, there --

MR. ALLEN: -- in negotiation?

MS. LONERGAN: -- is a -- that -- there is a disparity there. The contracts that were negotiated, not by the County but by the individual cities, had set rates that I believe some of them are at least livable wage. I'm not sure about the details. Angela can probably get into that.

But those -- those contracts were negotiated, and then we, obviously, have a labor union, and we have our own contract negotiations that we've -- in fact, I mentioned yesterday, our -- we've actually finalized those negotiations and the -- hopefully the Commission is satisfied with the outcome and we will have a new contract in place.

That will be -- and -- and it will be even more disparate -- desperate -- disparate at that point.

MR. ALLEN: And that then will become an issue for the cities. Then they're going to have to deal with that other -- with the -- with the community shuttles.

MS. LONERGAN: I -- you know, one of the things that we're trying to do to levelize this is to have a consortium, kind of like a, you know, my team is working on a marketplace contract where we will negotiate the rates for

everybody, and then we won't have such a -- the cities won't have the burden of having different rates and -- and different circumstances.

So we are working on that. Paul actually has taken that on, and we should be going out with an RFP probably in the next, I'm going to say, five months or so to -- to do just that.

MR. ALLEN: How do the wages -- how do the wages compare between the School Board and the County?

MS. LONERGAN: That, I do not know, sir.

MR. ALLEN: Okay.

MS. LONERGAN: I'm sorry.

MS. WALLACE: If I may?

MS. LONERGAN: I do know that -- I can tell you this anecdotally. I was at the Florida Public Transportation Association meeting. It's a strategic meeting of all of the heads of Florida agencies, transit agencies. And they just really wanted me, particularly the one to the north, to tell them what our pay was going to be as a result of this contract negotiation.

And I would not share with him. But we have a friendly competition going, seriously, because it -- we're just all suffering from not having enough drivers. And -- and we, unfortunately, our rates were lower than both counties adjacent to us before this contract.

MR. ALLEN: Okay.

MS. LONERGAN: This thing is going all by itself. Are you doing it?

You're -- okay.

All right. Well, thank you. It's good to see you all again. Thank you for your time. Bye-bye.

MS. PENNANT-WALLACE: It's good to see you. Thank you.

MR. HOOPER: Gretchen, are we -- do we need to vote on anything else today?

MS. CASSINI: Yes.

MR. HOOPER: We do.

MS. CASSINI: Yes.

CHAIR COOLMAN: Next group.

MR. HOOPER: Okay. Because I've got to -- I have to leave. Okay.

MS. CASSINI: We'll -- we'll get through this quickly. Hopefully we'll get to the vote by 11:00, if that works for you.

MR. HOOPER: That would be great.

MS. CASSINI: Yeah, that's the plan.

MR. HOOPER: That's perfect.

MS. CASSINI: Yeah.

CHAIR COOLMAN: That's why we're not taking a break.

MS. CASSINI: We're -- we're on target. That was our break.

(Laughter.)

MS. CASSINI: Break taken.

I just wanted to acknowledge --

MR. DONMEZ: Can we five-minute break?

CHAIR COOLMAN: I don't know. Can we take a five minute -- if someone needs a five-minute break, I guess we have to take a five-minute break. But make sure it's only five.

MR. HOOPER: Okay, all right, let's do it.

(THE MEETING RECESSED AT 10:48 A.M. AND RECONVENED AT 10:54 A.M.)

CHAIR COOLMAN: I think our break is over, everybody's back.

MR. DONMEZ: As promised.

CHAIR COOLMAN: Gretchen.

MS. CASSINI: Thank you, Mr. Chair.

### **C - MUNICIPAL PROJECTS**

MS. CASSINI: We're going to move into the municipal project five-year plan overview.

And before I do that, I do want to acknowledge that there are a number of municipal representatives in the audience, and even more that are participating virtually at our request.

So for those of you that are in the audience, if you'd just like to stand so that the Oversight Board has an idea of how many of you -- thank you.

So what I did -- thank you so much.

CHAIR COOLMAN: Wow. One, two, three, four -- we have six or seven, right?

MS. CASSINI: Yeah. And then we have many, many more that are on the -- on the line.

CHAIR COOLMAN: Well, could we at least hear what city they're from?

MS. CASSINI: Sure. We have City of Fort Lauderdale, and we have the City of Coconut Creek, and we have the City of Miramar. And, I'm sorry, but remind me.

UNIDENTIFIED SPEAKER: Davie.

MS. CASSINI: Davie, Town of Davie.

CHAIR COOLMAN: Thank you. Thanks for coming.

MS. CASSINI: So we'll get into -- you all have -- for those of you that have been on the Oversight Board for a while, you've seen these five-year plans.

The way that we structure them is we try to visually depict any type of movement based on from the previous five-year plan.

And so the first thing I'll point out to you is that that gold color cell indicates that a project moved out. It moved forward from its previously programmed year.

These are due to a number of factors.

They are -- these moves are permitted under the second amendment.

And we work closely with the municipalities that are affected, get assent from the municipalities in writing.

Frequently, cities will ask us to move their projects, reschedule their projects, for a variety of different reasons.

So these are moving out due to readiness.

We also have projects that move up. So they were programmed in a later year of the five-year plan, the previous five-year plan. The project's design is either complete or about to be complete. The cities formally request that their projects receive construction funding earlier. Generally, it's in the next fiscal year.

So what you see here are three projects that requested their construction funding move into fiscal year 2024, which begins on October 1<sup>st</sup>.

And the MPO, under the Surtax Services Agreement, does an evaluation of the cities' requests, looks through their design plans, and recommends to us whether or not a project should be moved up. That's considered a readiness review.

So you'll see there that they are programmed in an earlier year due to their construction readiness.

Then you'll see a -- one last project that is moved into 2025 at the

request of the municipality. That is actually a rehabilitation and maintenance project that was recommended in fiscal year 2027 as part of the previous cycle, Cycle 3.

You'll also see some -- on this slide, you'll see some projects that are highlighted in yellow. What that indicates to you is that those projects were recommended as part of Cycle 4.

So that's this year's MPO process where Cycle 4 programs, projects into the new fifth year, which is 2028.

You'll notice that there are three projects that were recommended on this slide for construction funding in 2028. Those are continuations of projects that were recommended in Cycle 3 for design. And those projects belong to the Town of Davie.

Then you'll see a project highlighted in green. That is a project that was recommended for design funding in Cycle 3, 2027 programmed, design funding for the City of Lauderhill.

The City of Lauderhill requested funding for their construction phase by the MPO, through the MPO's process.

The project did not rank high enough to be recommended for funding through the normal course of the Cycle 4 recommendation process within the minimum annual guarantee projected.

The County did consider the request, and the County Administrator



agreed to program the project's construction funding into 2028.

It was reviewed for eligibility by the County Attorney, our surtax legal counsel, and I'm just going to turn it over to Angela very briefly to put on the record her -- sorry -- determination on that project.

MS. WALLACE: Well, the project is currently in, I guess -- in design. There are three different phases that are proposed for that project, and they extend a road, an existing road.

Phase 1 is widening and improvements for -- I think it's 39, the street in -- in Lauderhill, and -- and proposes improvements.

Phases 2 and 3 extend that existing road into other areas. One right now -- one -- for Phase 2, it's a proposed private development, and it is anticipated that the developer will dedicate right of way. So that has to occur in order to use surtax funding for the roads within that area of the project.

So it's contingent upon dedication of right of way for those roads and to extend the -- the roadway into that area.

And the third phase proposes extending the road onto County property, which will require County approval.

So, you know, as the design progresses and advances, we'll see, you know, how it's further developed.

But the project in general, since it is extension of a road, is eligible, and we'll review the other components as the design progresses.

CHAIR COOLMAN: Can I ask a question? Can I assume that this is something that the cities indirectly have asked for, correct?

MS. CASSINI: Directly.

MS. WALLACE: Directly. The -- the cities directly applied for surtax funding through the MPO, the application process with the MPO.

CHAIR COOLMAN: And then there are also these changes, if you want to call them that.

MS. WALLACE: So the project is being designed. So the design will flesh out what's --

CHAIR COOLMAN: Okay.

MS. WALLACE: -- proposed to be constructed.

MR. HOOPER: Chairman?

CHAIR COOLMAN: Mr. Hooper.

MR. HOOPER: So all of these changes on these particular projects have been vetted through the MPO and -- and they have approved these changes.

MS. WALLACE: Right. So I -- I guess it's not --

MR. HOOPER: I'm not talking about --

MS. WALLACE: -- you mean the shifting?

MR. HOOPER: -- the Lauderhill. All of them, all the shifts, were --

MS. WALLACE: The shifts.

MR. HOOPER: -- done for a reason, and the MPO is part of the decision making.

MS. WALLACE: Right. So the second amendment requires this -- these -- because those are all Cycle 1 projects, and Cycle 1 projects are required to be funded through all the phases as originally ranked and recommended by the MPO.

So we maintain those rankings, and there's an evaluation with regard to funding.

The second amendment allows the County to evaluate the construction readiness. And there's a section of the second amendment that says that for construction phase projects, the County can adjust the five-year plan to accommodate the construction, to move it out if the -- if the project is not ready for construction, or move in a project that is ready for construction if they're phase -- projects that are currently in design in the municipality, documents that the design will not be ready, if, for City X, you know, was scheduled to have construction funding in FY '24 and the project, the design is not complete and the project is not going to be ready for construction, we get documentation of that from the municipality and another project that's actually ready for construction gets moved in.

And the MPO administers that process.

MR. HOOPER: And has this been through that process?

MS. WALLACE: Yes.

MR. HOOPER: Okay. I'd like to make a **motion** to approve it, to approve the projects. And then we can talk about it.

CHAIR COOLMAN: Do we need a second?

MR. FRAZIER: Second.

MR. ALLEN: Second for discussion.

CHAIR COOLMAN: Mr. Frazier was the first second.

MS. WALLACE: Excuse me. I think we're doing the five-year plan -- we're doing all of it together. I think this is just a presentation regarding the municipality projects.

MR. HOOPER: Oh, I thought this is what we --

MS. WALLACE: There's another presentation --

MR. HOOPER: -- I thought this is what we were voting on.

MS. WALLACE: No. So we're voting on all -- so the five-year plan is the funding recommendations going forward --

MR. HOOPER: I'm sorry.

MS. WALLACE: -- and they'll be taken up --

MR. HOOPER: I rescind my --

MS. WALLACE: -- the way we did the FY '20 for Public Works and the Transportation Department, the first motion that we took, first action was for the FY 2024 budget.

The next motion will -- will take all of the projects into consideration for the remaining four years of the five-year plan, right? There'll be one motion that takes all of these in.

CHAIR COOLMAN: Erdal?

MR. DONMEZ: Thank you, Mr. Chair.

As you know, I'm relatively new on this board, and learning about the -  
- the process, including the workshop, the budget and -- and also looking forward to completing the first cycle.

And I want to thank, you know, staff for putting together impressive, you know, presentations about accomplishments last year from the inception to date, and also the projects for the next year and the five-year, you know, term.

These are incredible projects, effort, vision. You know, this board and also the -- Broward County, the citizens are looking forward to make these, you know, happen, come true, and -- and demonstrate and the quality of life improvements, you know, for everybody.

I am curious how we could include the voices of the municipalities. I'm -- I'm so glad we have presence of members of municipalities in the audience.

And I heard also there are a number of them on -- on the telephone, and -- which is really great.

And -- and there's always process and opportunities for improvements.

I'm not trying to change the process, but we have heard from various officials from the County staff, from Transportation, Transit, and airport, but haven't really anybody kind of stepped up from the municipality -- municipalities or anybody a person representing the municipalities, like Broward League of Cities.

I know these are all public meetings. Anybody can come and -- and speak up, but is that something we could do at some point, maybe at a retreat in the future or maybe time to time, invite them to come in? And if there are any -- you know, the opportunities to improve communications? Just --

CHAIR COOLMAN: Gretchen may have a comment on that.

MS. CASSINI: Thank you, Mr. Chair. And thank you, Mr. Donmez.

We are in the process of negotiate -- well, we are waiting for some terms to come from our municipal partners with respect to our current agreement that Angela was referencing earlier, the second amendment.

And, yes, I do invite the municipalities to participate in these meetings. They generally participate virtually.

MR. DONMEZ: Uh-huh.

MS. CASSINI: We have a lot of people who are in attendance for

these meetings, especially the budget workshops.

We invite the cities, especially those that have any projects in the five-year plan or any projects that are impacted or affected by moves to come.

But I agree that, you know, we have talked about this in the past, actually, prior to you joining the Oversight Board. There was discussion of the board members of inviting cities to come and participate more and -- and provide feedback on opportunities to improve processes.

Certainly, what I will do, if it is the will of the board and I receive direction, I will invite them to our retreat on October 20<sup>th</sup>, and perhaps at that point, we'll have more information about the requests that are being presented by the municipalities with respect to our -- kind of our governing legal agreement.

And I can work with representatives from the -- the BCCMA, from the surtax subcommittee, perhaps.

I know you said the League of Cities, but we generally don't --

MR. DONMEZ: Uh-huh.

MS. CASSINI: -- bring elected officials to the meetings, but perhaps I can reach out and -- and see what is most appropriate.

MR. DONMEZ: I meant to say BCCMA.

MS. CASSINI: Okay.

MR. DONMEZ: Yeah. Yeah.

CHAIR COOLMAN: Mr. Allen?

MR. ALLEN: Mr. Chairman, thank you.

I have harped on this in the past and the concern that I have.

On the first chart that you showed after the introduction, there, the golden, whatever that top color is. A lot of these projects, we -- we see they're being highlighted, then programmed in a later year continue to slip year after year. They are programmed and ready to go, but then they -- the city or somebody decides, we're not ready for that project yet. We're still developing the specs, et cetera. So we slip it.

And that continues to happen with a number of these projects.

And the concern that I have is to the extent that those projects still are in a state of flux, either -- either in design or they're just not sure when we're going to get around to doing that project, are they impact -- is their presence, because of the cap that is placed on how much is available for municipal projects in a year, are they being impact -- are certain cities being impacted by having projects ready to go but aren't able because those dollars are already allocated to projects that -- that continue to slip year after year after year?

MS. CASSINI: May I?

MR. ALLEN: And, in fact, I -- you -- you said that the County Administrator had improved an additional \$10,000,000 on another project for



Lauderhill. Are there other projects like that that are not able to make the list because those monies are already spoken for at -- on projects that aren't necessarily proceeding?

CHAIR COOLMAN: Gretchen.

MS. CASSINI: Thank you, Mr. Chair.

Mr. Allen, the -- the fact is is that we are governed by a legal agreement that requires us to maintain funding for projects that were recommended in Cycle 1.

If they were recommended in a planning phase, we are holding all of the funding associated with the planning, design, and construction of those projects.

That is what the legal agreement requires us to do.

The only projects -- as I mentioned in our briefing, the only projects that are even up for consideration for being infeasible and, thus, potentially canceled by the County would be projects that were recommended in a construction phase and that were also capital projects, not rehabilitation and maintenance projects.

That is what the legal agreement is requiring us to do at this point.

MR. ALLEN: But you're in -- you said that you're in the process of renegotiating that agreement; is that correct?

MS. CASSINI: We have been asked whether the County would be

open to renegotiating the agreement, and are awaiting the terms from the municipalities, yes.

So we're not in active negotiation at this time.

CHAIR COOLMAN: Gretchen, would it be a fair statement that the Cycle 1 projects, there's enough money currently in the program that were -- that if another project comes along, it's not going to be hampered by this money that's set aside, or is that not -- which way is it?

MS. CASSINI: It's up to the County. So the County Administrator, every year, we go through the process of looking at all of the recommendations in the new fifth year, all of the reality of the projects in the - - you know, the previous years, whether or not they're ready.

We work with the cities, we work through the MPO, and we work with Legal, and we try to determine what is the best -- what's the best path forward. What is the most efficient use of resources?

And we come up with various scenarios. Transportation planners work through a variety of different scenarios, and we go in front of the County Administrator and our Office of Management and Budget and present those scenarios.

It is really the -- the decision of the County Administrator whether or not she wants to fund above the mag to try to bring projects forward.

And we have to look at the amount of cost savings that we have, real

cost savings, from construction phase projects that are completed, from perhaps the community shuttle program, what -- what did we assume that we were going to expend and then what did we actually expend, and can we roll some of that funding forward to be able to accommodate a project, a good project that's ready for construction.

But, in the end, that is a -- you know, that is a determination of the County Administrator whether or not she wants to fund above the mag to move these projects forward. And --

MR. ALLEN: Were there any projects that were submitted that did not meet that criteria?

MS. CASSINI: There -- well, of course. So there were, you know, many, many projects that were submitted to the MPO through Cycle 4 --

MR. ALLEN: So if in fact you move money, these projects that are being delayed repeatedly were -- were terminated, that money would be available to be -- be reprogrammed to another city application.

So the city is being harmed because they can't get on the list because those monies are already committed to projects that are continuing to be delayed.

MS. CASSINI: Okay, that is correct.

MR. ALLEN: That's something that --

CHAIR COOLMAN: We've talked about, for about three years.

MR. ALLEN: It's something that we continue to talk about year after year relative to, you know, is it time to renegotiate that agreement, and should those cities that are being harmed by other cities sitting on the money, and do they have a voice in this.

MS. CASSINI: It looks like you have -- you have inspired a city to come forward and speak to this issue.

MR. ALLEN: Thank you.

MS. ROSE: Hi. Good morning. Sheila Rose with the City of Coconut Creek. I'm also the co-chair of the BCCMA subcommittee related to the surtax.

And I -- although it has been a long slug, at our last BCCMA meeting, and then again yesterday at lunchtime, we reviewed the proposed terms from the subcommittee with the group, and they will be transmitted to the County Administrator on Monday, or this afternoon. There were some final typos.

So it is just a term sheet of what our ask is. It's the beginning of a negotiation and -- and we look forward to working through those issues.

Thank you.

MR. ALLEN: But that -- that topic that I just had a discussion of is part of that package.

MS. ROSE: Part of that package, but I will say, you know, we all struggled with some of the Cycle 1 projects with the eligibility determinations

and --

MR. ALLEN: Correct.

MS. ROSE: -- and the County Attorney's Office has made great strides in bringing those projects from that sort of grey area to finally getting them done.

So hopefully we're clearing that list out. We're hoping -- you know, that's -- everyone's goal is to clear all those Cycle 1 projects out and get them done and built.

MR. ALLEN: That's mister sidewalk.

CHAIR COOLMAN: Gretchen, what is the count on those Cycle 1 projects? There was 117 or 19, and I know 60 or 70 are --

MS. CASSINI: We've got 69 active, and I think I presented that to you on Wednesday. That also includes a variety of projects that were -- with bundles. So there might have been four projects that were presented by a city, and they were rolled into one.

So at this point, as I mentioned on Wednesday, 72 percent of Cycle 1 projects are under agreement or completed.

There are still some projects, obviously, and I think that's what Mr. Allen is -- is referencing, that are not under agreement, aren't really necessarily close to being under agreement, and may not be feasible, but are also not eligible under the terms of our current legal agreement to be

canceled.

So those are things that we need to -- to work through, obviously.

CHAIR COOLMAN: Thank you.

MS. ROSE: Just as an example, the City of Coconut Creek had two projects. One of them actually will be on our City Commission agenda next Thursday for approval for the design services, and we would hope to roll into construction shortly thereafter.

One of the projects was for ADA compliant community shelters, bus shelters. And we have deemed that project to be unfeasible because of the changing nature of the community shuttle. So we have actually withdrawn that project.

Thank you.

MS. CASSINI: And -- and we greatly appreciate those of you that formally withdraw your projects so that we can redistribute those funds to other municipalities that have feasible projects.

Mr. Chair, may I continue with the presentation?

CHAIR COOLMAN: Please.

MS. CASSINI: Okay. So I just wanted to finish up here with the final list of projects being recommended for the new fifth year.

Again, these are recommendations that come through the MPO's Surtax Services Agreement process.

These -- you can see there are a series of new projects. These are not continuations of previous years.

So I just wanted -- because we had a little bit of an interruption between these two, I'd just like to make it clear that the first three bright yellows are continuations of previous years' recommendations from design to their construction phase.

And then when you get to this list, these are all new projects in various phases.

We have two planning projects. We have a series of design projects, and one construction project.

What that means when you're looking at planning and design projects is that we have unfunded liabilities into the future for those projects.

In addition, there are still projects from fiscal year 2027 anticipated, right, because we wouldn't necessarily fund a design project if we didn't have intention to fund the construction projects.

MS. WALLACE: But each year, they will be evaluated --

MS. CASSINI: Correct.

MS. WALLACE: -- and so they -- the -- the -- the projects beginning in Cycle 3 which involved new municipal projects do not hold their ranking for future phases.

MS. CASSINI: No.

MS. WALLACE: That only affected Cycle 1. So any -- so now, prospectively, beginning with Cycle 3, municipal projects that are submitted are evaluated for that planned fiscal year and the -- the -- they have to come back and be re-evaluated for readiness before -- and other criteria before funding is recommended for the next phase.

MS. CASSINI: Right. Thank you.

MS. WALLACE: So it's not holding money for subsequent cycles. It has to go back through the evaluation process for the subsequent cycles.

MS. CASSINI: Thank you, Angela. And I -- and -- I'm sorry.

CHAIR COOLMAN: No, I don't know if Mr. Hooper had something.

MS. CASSINI: I think he still has his mic on from earlier.

MR. HOOPER: Oh.

MS. CASSINI: I think that's exactly what I was trying to point out for the Oversight Board, perhaps inartfully so, is that we still have projects that were recommended for design phases from 2027 that have not yet been recommended for construction.

Because the cities are required to submit an application for every phase, they don't hold their rank, right?

So what happens is we still have projects that were recommended for design that don't have construction money, and now we have a series of new design projects, as well as some planning phase projects from 2028.



So what I'm just reminding all of you is that as this process moves forward, there are new projects that are coming forward but there are still phases of previously recommended projects that are not coming forward.

And these are also things that I know the municipalities are interested in trying to address in a potential third amendment.

And with that, I'm going to close out on the municipal projects five-year plan.

If there are any questions, I'm happy to entertain those.

#### **D - MAP ADMINISTRATION**

MS. CASSINI: All right. I'm going to quickly go through MAP Administration.

MAP Administration is the agency that supports the Oversight Board, your roles and responsibilities, coordinates your meetings, as well as supports the Appointing Authority.

We also coordinate with all of the agencies internal to the County that receive surtax funds, as well as our municipal partners.

And, as you can see, we have 14 positions, three of which are in the Office of Economic and Small Business Development. I see Mr. McDonald in the back. As well as 11 positions that are in MAP Administration directly.

Two of those positions are currently vacant.

When I do my report later, Mr. Chair, I would like to point out some of

our new members of our team that are here to support you and your efforts.

And with that, I will close.

MR. FRAZIER: Mr. Chairman, I have one question on --

CHAIR COOLMAN: Mr. -- Mr. Frazier.

MR. FRAZIER: -- administration. Could you put the chart back on? I -- I notice you don't have any money allocated to construction as far as administration, but you had it in previous years. Is there a reason why not?

MS. CASSINI: Yes, thank you for asking that question, Mr. Frazier.

So, as you all know, those of you that have been on the board from the very beginning, we have been trying to create a space that's kind of a public engagement and activation area, as well as a place where the Oversight Board, Appointing Authority, and other community groups can meet.

And that construction/renovation is complete. Actually, they're doing the punch list right now. I've been getting texts as we've been having the meeting.

So when we have our retreat on October 20<sup>th</sup>, it will be in the new space at GC West, at 1 North University Drive in Plantation.

That is why you don't see any additional construction funding, because the construction for that space is complete.

MR. HOOPER: That's great.

MS. CASSINI: So with that, Mr. Chairman, I'll turn it back over to you for the eligibility review and the approval of the five-year plans.

Actually, I'll turn it over to Angela.

**2 - ACTION ON PROPOSED FIVE YEAR PLANS**

**MOTION TO APPROVE AS ELIGIBLE THE PROPOSED PROJECTS AND EXPENDITURES FOR THE FIVE-YEAR PLAN 2024-2028, CONSISTENT WITH 31 1/2-75(h)(3) OF THE BROWARD COUNTY CODE OF ORDINANCES**

**A - BROWARD COUNTY PUBLIC WORKS DEPARTMENT**

**B - BROWARD COUNTY TRANSPORTATION DEPARTMENT**

**C - MUNICIPAL PROJECTS**

**D - MAP ADMINISTRATION**

MS. WALLACE: Okay. So the five-year plan is -- especially for capital projects, is something that's statutorily required, and it's out- -- and the process is outlined in the Transportation Surtax Ordinance, which is found at 31 1/2-75 of the Broward County Code of Ordinances.

So what's been happening, I guess Wednesday and again today, is outlined in the ordinance. It's that staff compiles the -- the projects -- proposed projects and their proposed expenditures -- expenditures for the upcoming fiscal year as well as over a five-year horizon and presents them to the Oversight Board for review and approval as to statutory eligibility of both

the project and the proposed expenditures.

And once the Oversight Board takes action with regard to the statutory eligibility of the projects, those projects are taken -- submitted to the County Administrator, who includes them in the County's annual budget process.

And the County will approve -- the County Commission will allocate funding for the upcoming fiscal year, which will be FY 2024, and approve the -- the five-year planned projects over that five-year horizon between FY 2024 and 2028.

And so the proceeds from the surtax, the eligibility is outlined in Section 212.055(1)(d) Florida Statutes, and the statute authorizes the proceeds to be used for planning, development, construction, operation and maintenance, and supportive services for roads, bridges, and transit, basically.

And so the five-year plan outlines the proposed expenditures over the -- proposed projects and planning them over that five-year period.

And the motion would be to approve as to statutory eligibility the proposed projects and expenditures for the five-year plan, 2024 to 2028, consistent with Section 31 ½-75(h)(3) of the Broward County Code of Ordinances for the Public Works Department, the Transportation Department, the municipal projects, and the MAP -- and MAP Administration, consistent with what's been presented to the board today for the five-year

plan.

CHAIR COOLMAN: Mr. Hooper, are you ready?

MR. HOOPER: I make a **motion** to approve as eloquently said by --

CHAIR COOLMAN: Mr. --

MR. HOOPER: -- Angela.

CHAIR COOLMAN: -- Erdal?

MR. DONMEZ: Second it.

CHAIR COOLMAN: All -- any other comments?

(No verbal response.)

CHAIR COOLMAN: Call the question.

All in favor?

(WHEREUPON, the committee members all responded with "aye.")

CHAIR COOLMAN: Any opposed?

(No verbal response.)

MR. ALLEN: No. I'm sorry. Talk about the process now that --

CHAIR COOLMAN: Motion carries.

**VOTE PASSES UNANIMOUSLY.**

MR. ALLEN: -- our recommendations will be presented to the Board at their budget hearing or at their budget workshop?

MS. CASSINI: What I will do is I -- consistent with what we do each time, a transmittal letter will be presented to the County Administrator after

this meeting, and -- and whether or not those recommendations are shared with the County Commission at their workshop will be determined by the County Administrator.

MR. ALLEN: Is that budget workshop subject to other workshops on the same budget, or is this standalone for Transportation projects?

MS. CASSINI: No, there are other agencies that will be presented on August 29<sup>th</sup> besides the surtax capital funds.

MR. ALLEN: Okay. Who -- who presents the -- I'm -- I'm just questioning whether the Chair should be present for the workshop?

MS. CASSINI: That's certainly something that you all can decide. That has not been the case previously. The Office of Management and Budget and the County Administrator present the budget.

I'm always there if there are questions.

MR. ALLEN: Okay.

MS. CASSINI: And, certainly, you know, if the -- if it is the will of the board to have somebody from --

MR. ALLEN: So I think the board --

MS. CASSINI: -- the Oversight Board --

MR. ALLEN: -- would be comfortable with our Administrator representing the -- this board.

CHAIR COOLMAN: I think they have in the past, but if you want me

to sit there and --

MR. ALLEN: No, I don't --

CHAIR COOLMAN: -- just sit there --

MR. ALLEN: -- I don't want to make you -- make you do that. I'm suggesting maybe that we just show our sense of support for the Administrator to present our --

CHAIR COOLMAN: I wouldn't want --

MR. ALLEN: -- our position.

CHAIR COOLMAN: -- that meeting to go any longer, so may I just --

MR. ALLEN: What's that?

CHAIR COOLMAN: -- I won't show up.

(Laughter.)

MS. CASSINI: Any of you or all of you are welcome. It's on August 29<sup>th</sup>. And I'll send some more information out after this meeting about that, okay?

MR. ALLEN: Is that videoed?

MS. CASSINI: Yes.

MR. ALLEN: Okay. Live --

MS. CASSINI: It's in Room 430.

MR. ALLEN: -- livecast?

MS. CASSINI: It's live, just like all budget workshops for the County

Commission. Yes.

**NON-AGENDA**

MR. ALLEN: And when are our next meetings?

MS. CASSINI: We -- we have only one meeting left, and it is on October 20th. That is the -- it is scheduled right now as a regular meeting and a retreat.

It will be in our new space in Governmental Center West at 1 North University Drive, Plantation.

It will start at 9:30.

And we'll be working on the materials based on some of the direction and discussion that's occurred on Wednesday and today with the members.

And then it's at that meeting that the Oversight Board will set its calendar for the -- for 2024 calendar year.

So we'll -- we'll select our dates. And don't forget to bring your calendars to that meeting, because we'll select our dates and our backup dates for the entire calendar year 2024.

MS. PENNANT-WALLACE: Mr. Chair.

CHAIR COOLMAN: Anthea.

MS. PENNANT-WALLACE: Will this event on -- our meeting on October 20<sup>th</sup> be almost like a -- a launch or an opening of -- no? No? No?

MS. CASSINI: Not necessarily.



MS. PENNANT-WALLACE: Some type of celebration?

MS. CASSINI: Not necessarily. I'm not sure if we're going to be in a position to do a full -- like we had talked about inviting all of the agencies and our administration and our Commissioners, but I -- I'm going to have to wait and see where we are with the space.

MS. PENNANT-WALLACE: Uh-huh.

MS. CASSINI: But eventually, yes, that is the plan. The plan is to do groundbreaking and invite all of our stakeholders and have them present and able to come down and do a walk-through.

MS. PENNANT-WALLACE: Absolutely.

#### **CHAIR REPORT**

CHAIR COOLMAN: We ready for reports?

Ah, I do have a small report today.

MR. HOOPER: All right.

CHAIR COOLMAN: If I might read this, please.

As we continue to refine our effectiveness for the voters of Broward County as part of the Transportation Surtax Oversight Board, I would encourage the board members to pay special attention and review again pages 89 through 117 of the 196-page verbatim minutes from our last meeting in April.

Let me repeat that. I think you have an electronic copy on your

computer. Pages 89 through 117.

I believe this is one of the legacies of our past and first Chair, Mr. Alan Hooper, and it is good food for thought as we move forward.

Thank you.

I put that in the record so you wouldn't have to --

MS. PENNANT-WALLACE: Could --

CHAIR COOLMAN: -- write it all.

MS. PENNANT-WALLACE: -- could you, Mr. Chair, just kind of say essentially what the essence of those pages --

MR. HOOPER: I was going to say the same thing.

CHAIR COOLMAN: The essence of --

MS. PENNANT-WALLACE: -- what are they stipulating?

CHAIR COOLMAN: -- those pages are that this board is not a rubber stamp.

And I think that was the essence of that. I think it was sage advice, and as we move forward, I think there's always room for improvement.

So I think it kind of hit the nail on the head of something that -- that Alan has brought as Chair, and I think it needs to continue.

And I would -- I would encourage you to take a close look at it.

MS. PENNANT-WALLACE: Got it.

CHAIR COOLMAN: Thank you.

MS. PENNANT-WALLACE: Noted.

## **MEMBER REPORTS**

CHAIR COOLMAN: Is there any member comments?

Mr. Allen, your button's on.

## **GENERAL COUNSEL REPORT**

CHAIR COOLMAN: Surtax General Counsel.

MS. WALLACE: I have nothing further.

## **BOARD COORDINATOR REPORT**

CHAIR COOLMAN: Board Coordinator.

MS. CASSINI: Yes. I would like very much if -- if I could have a moment of personal privilege to introduce to you some of your talented, dedicated staff that help make these meetings possible.

And I'm very, very -- I'd like to ask Margaret Dalley-Johns to come up and introduce a new member of our team.

This individual comes to us with extensive experience. They are working with the municipal contracts, the -- the grants that we provide to our municipalities, and they are looking at the finances of all of those grants.

So, Margaret, with that, I'm going to let you introduce Nick.

MS. DALLEY-JOHNS: Good morning, Chair, Vice Chair, members of the Oversight Board. It's my pleasure to introduce our newest team member, Mr. Nicola, or Nick, DiGiallonardo -- I'm sorry, Nick. I'm trying.

He is our new Contract Grant Administrator, and he will be working a lot with me with the financials and also with the municipal grants.

And, Nick, welcome. Would you like to say a few words?

MR. DIGIALLONARDO: Hello. My name is Nick. I come from Barry University. That was my last position. I worked with contracts grants for the sites throughout the State of Florida.

I was the Director of Operations, so -- and that's where I come from.

CHAIR COOLMAN: Well, welcome. And you've got a lot of work to do. We Love these grants.

MR. DIGIALLONARDO: So do I.

CHAIR COOLMAN: In fact, we are tracking these grants, so.

MR. DIGIALLONARDO: Yeah, that's what we do.

MS. PENNANT-WALLACE: Awesome. Welcome.

CHAIR COOLMAN: Anthea?

MR. DIGIALLONARDO: Thank you.

MS. CASSINI: Thank you so much.

MR. DIGIALLONARDO: Thank you.

MS. CASSINI: And, finally, I'd just like to make a very exciting announcement that Ms. Tashauna Wilson -- Tashauna Wilson came to us as a Public Information Specialist. She has recently been promoted to the Marketing Manager. And that means that she is coordinating with all of our

internal agencies, their marketing departments, as well as all of the 29 participating municipalities, getting the word out, doing the big splashes, and working to activate our new public surtax plaza.

And so congratulations, Tashauna. Why don't you say a few words?

Oh, I wanted to also mention she's going to be giving you a very robust presentation about the vision for the next five years as far as doing public outreach engagement and marketing for the program.

MS. WILSON: You said that just for me, Gretchen. So happy to be reintroduced to the board as your new Marketing Manager, and I look forward to our presentation at the retreat.

Thank you.

MS. PENNANT-WALLACE: Awesome.

CHAIR COOLMAN: Welcome.

MS. PENNANT-WALLACE: Congratulations.

MS. WILSON: Thank you.

(Applause.)

CHAIR COOLMAN: Gretchen, I guess there's nothing else unless anyone has a word, Anthea might.

MS. PENNANT-WALLACE: Well, I just want to just say a big thank you to all the presenters over the last two days.

I know there's been a lot of work that went into that production. At

Broward College, we prepare at the foundation for our board members, and I just know how -- how much work can get into preparing for these board presentations.

So I just wanted to -- to acknowledge your efforts and to thank you, Gretchen and Ms. Wallace, my sister, over there, for everything that you do to support us over the past year.

It's -- it's -- it's been great for us to have your support.

And that's it.

CHAIR COOLMAN: Thank you.

MS. WALLACE: Thank you.

CHAIR COOLMAN: And I want to thank the cities that showed up and the cities that are on the phone. We'd like -- we'd like to do more for you if we can. In some cases, we just need more information.

MS. CASSINI: And one more thing. I'm sorry.

I'd just like to thank the Office of Management and Budget, particularly SunJin Zanker, as well as Kevin Kelleher, for all of their support in getting these materials together as well.

Thank you so much.

## **ADJOURN**

CHAIR COOLMAN: If nobody has anything else, we stand adjourned at 11:34.

Thank you.

**(The meeting concluded at 11:34 a.m.)**