INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

Meeting - February 9, 2024

9:30 a.m.

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

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:

Alan Hooper, Engineering/Construction Management, General

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

Also Present:

Gretchen Cassini, Board Coordinator

Nathaniel Klitsberg, Broward County Attorney's Office

Ray Burnette, Administrative Support Specialist

Tashauna Williams-Wilson, Public Information Specialist

Laura Rogers, County Auditor's Office

Laurette Jean, Assistant to the County Administrator

Josette Severyn, Multimodal Mobility Projects Administrator

Christina Fermin, Marlin Engineering

Jeffrey Weidner, Marlin Engineering

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

Tony Hui, Deputy Director, Broward County Public Works Department

Dr. Min-Tang Li, Broward County Traffic Engineering Division

Nichole Francis, Small Business Development Specialist, MAP Broward

Commissioner Hazelle P. Rogers, Broward County Board of County Commissioners

Brannon Harambie, Broward County Attorney's Office

Mick Erlandson, Broward County Attorney's Office

Gavin Rynard, Broward County Attorney's Office

Joe Bucciero, Broward County Attorney's Office

Franklyn Tamarez, City of Margate

Miriam Meneely, The Laws Group

A meeting of the Independent Transportation Surtax Oversight Board,

Broward County, Florida, was held at One North University Drive, 1st Floor

Board Room, Plantation, Florida, at 9:30 a.m., Friday, February 9, 2024.

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

CALL TO ORDER - CHAIR COOLMAN

CHAIR COOLMAN: Roy, you ready? Whoa.

MS. CASSINI: It's hot.

ROLL CALL - ROY BURNETT

MR. BURNETT: Douglas Coolman.

CHAIR COOLMAN: Here.

MR. BURNETT: Thank you.

Anthea Pennant-Wallace?

MS. PENNANT-WALLACE: Here.

MR. BURNETT: Phil Allen?

MR. ALLEN: Here.

MR. BURNETT: Erdal Donmez?

MR. DONMEZ: Here.

MR. BURNETT: Thank you.

Ronald Frazier?

MR. FRAZIER: Here.

MR. BURNETT: Alan Hooper is absent.

Debbie Madden?

MS. MADDEN: Here.

MR. BURNETT: Alejandro Munoz?

MR. MUNOZ: Here.

MR. BURNETT: And Shea Smith is --

CHAIR COOLMAN: And Alan -- Alan's excused, right?

MS. CASSINI: Not excused. Absent.

CHAIR COOLMAN: Oh. Absent.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: You have an introduction to make?

MS. CASSINI: I do, Mr. Chair. Thank you.

I just want to -- for everyone that's in the audience, we are live web streaming, and it is very, very sensitive equipment. So it's going to pick up all of the ambient noise. So if we could ask you all to stay very quiet. Keep the doors closed. Make sure that your phones are on mute, and keep your conversations to a minimum or take them outside, if necessary.

For each of the Oversight Board members, please speak into the mic. We'll take the time to pass the mics around so that we make sure that we can capture you and what you are saying.

And for the speakers that are coming up, I would recommend that you lift the mic up, speak into the mic, okay?

And with that, I have the pleasure of introducing our brand new Surtax General Counsel Mr. Nathaniel Klitsberg. And I'm going to let him introduce himself to you.

And we are expecting a new Assistant to the County Administrator to

join us, as well, and when she gets here, we'll introduce her to you all, as well.

MR. KLITSBERG: Thank you, Gretchen.

Again, my name is Nathaniel Klitsberg. I've been with the Broward County Attorney's Office for the past five years.

Prior to joining this program, I represented the Broward County Supervisor of Elections Office. So this is going to be much less stressful. (Laughter.)

MR. KLITSBERG: I also was the practice group leader for our General Transactions Group, which represents things from the Parks and Recreation Division to the Convention and Visitors Bureau, Visit Fort Lauderdale, and a number of other agencies.

I've been practicing law for, oh, close to 24 years now, 16 years prior to joining the County Attorney's Office as general counsel/litigation counsel for a Fortune 500 company based out of south Florida.

And I'm very happy to be here and look forward to working with all of you.

And before I give the microphone back to Gretchen, I don't know how many of our board members have met the rest of the legal team who is -- is part of this program, so I just want to introduce them, relatively quickly.

We have our attorney Joe Bucciero, Gavin Rynard, Mick Erlandson,

and our traffic cop, Harambie Brannon.

So, again, it's -- it's wonderful to meet you all in person, and I'm looking forward to representing you all.

CHAIR COOLMAN: Thank you. Welcome.

MS. CASSINI: And, actually, Laurette Jean is here, the Assistant to the County Administrator. She's our newest member of the County administration. I'm sorry, I didn't recognize you earlier.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: And so she is assisting with the Transportation Surtax Program and will be joining us for our meetings.

So she's right back there, standing up.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: Thank you so much.

CHAIR COOLMAN: Thank you.

PRESENTATIONS

I   LOW STRESS MULTIMODAL MOBILITY NETWORK MASTER PLAN UPDATE - JOSETTE SEVERYN - MULTIMODAL PROJECTS ADMINISTRATOR; CHRISTINA FERMIN, MARLIN ENGINEERING

CHAIR COOLMAN: We have three presentations this morning. The first one really got my attention, called Low Stress Multimodal Transportation Master Plan.

I had no idea what it was, but after my briefing, I had a little better idea. And maybe today I'll have even a better idea.

Is it Josette Severyn, MAP Administrator, and Christina Ferman, Marlin Engineering? You're going to speak today; is that correct?

MS. SEVERYN: Yes, that's correct.

CHAIR COOLMAN: All right.

MS. SEVERYN: So I'm excited to bring this project to you.

As you all know, originally, it was the Greenways Master Plan --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. SEVERYN: Okay. So the Low Stress Multimodal Mobility Network Master Plan Update, I'm excited to bring it to you today. It used the be the Greenways Master Plan, as I just mentioned.

And we came to you years ago with an additional budget request. And what we did with that was we expanded the scope of the Greenways Master Plan to make it more robust, in response to the comments that we've heard from the board over the years to have a bicycle/pedestrian and emerging mobility type plan that could accommodate all ages and all abilities to get to destinations for utilitarian purposes.

And one of our major destinations is transit.

So I want to bring that to you before I introduce our consulting team. I am proud to present Christina Fermin with Marlin Engineering.

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MS. FERMIN: Thank you, Josette.

MS. CASSINI: You're going to have to advance the slides --

MS. FERMIN: Okay.

MS. CASSINI: -- okay?

MS. FERMIN: All right. Thank you, Josette, for that introduction.

Good morning. Happy Friday, everybody. How's everybody doing today.

CHAIR COOLMAN: Good morning.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. FERMIN: Awesome. All right. I think you guys can see this?

MS. CASSINI: Yes, thank you.

MS. FERMIN: So my name's Christina Fermin. I'm the project manager with Marlin Engineering.

I am joined by the Deputy PM, Jeff Weidner.

And I would like to give a shout out to our team of sub-consultants, Fehr and Peers, Michal Baker, Curtis and Rogers, CECOS, AREHNA, Snubbs, and the Valerin Group.

So we began this project back in December of 2022, and the vision of this plan is to create an inclusive multimodal transportation network for ages and abilities here in Broward County.

Our foundational principles are comfort, safety, convenience, and

inclusiveness.

And we hope to complete this tax through these seven scope task items.

We've completed the existing conditions analysis.

We're in the process of wrapping up and finalizing the needs assessment so that we can move into feasibility.

And this is also running in parallel with the design manual that our Michael Baker team is heading right now.

And we hope to final -- finalize all of this into a final report to provide and present to the board for adoption.

So the purpose and goal of this master planning effort is to enhance accessibility and mobility for people of all ages and abilities here in Broward County.

The graphic that you see on the screen is your standard one-mile block in Broward County, which is typically surrounded by main arterials with high speeds, high traffic volumes. So think US-1, Sample Road, Oakland Park, State Road 7.

So with the low stress network, we aim to provide on local streets, collectors, you know, what -- less trafficked roadways.

But one of the challenges our team is discussing and talking about is how to cross these main arterials and the various other barriers out there,

railroads, high-speed intersections, highways, canals, et cetera.

So I keep talking about low stress network. What is a low stress network? A low stress network provides the perception and reality of safe travel through communities, destinations, and jobs.

They can be used by people of all ages and abilities, so think eight to 88.

And they can be located on slow speed streets or separated from traffic on higher traffic roadways.

But the idea is that the network is safe and accessible to everyone.

So the -- the -- the graphic you see on the screen --

MS. CASSINI: Yes.

MS. FERMIN: Okay.

MS. CASSINI: I'll let you know.

MS. FERMIN: I'm not sure if it's the right or your left, but it's an FHWA graphic. And they've done some research over the last ten years on bicycle facilities and the folks that use them, and they came up with design user profiles.

And what they found is that the majority of people, roughly just under 60 percent, would like to bike, but they're concerned, right? They're concerned because a lot of the facilities that we have today, especially, are really designed for about five percent of the population, and that's your

hardcore cyclist. You know, they'll -- they'll use a sharrow, they'll use a

shared lane, a shoulder, a travel lane.

But the majority of people, such as myself, want a separated facility.

They want to share this paths. They want a side path. They want a pathway

separated from traffic.

So how do we measure low stress networks? We use a methodology

called Level of Traffic Stress. And it -- and we use the methodology in the

FDOT Multimodal Level of Service Handbook.

And there is four levels, LTS-1 to LTS-4. Now, the one is going to be

your most comfortable. It's the safest that people -- children can use, and

people with a disability.

And then you've got your LTS-4, which is a lot more difficult,

uncomfortable to use, and it may not necessarily be accessible to children or

people with disabilities.

So some key findings I want to highlight that we identified during the

existing conditions analysis.

Today, five percent of the population travel to work by walking, biking,

or transit.

Almost 30 percent of Broward County residents are not physically

active. The CDC, the HWO, they've all claimed a -- a epidemic of physical

inactivity.

Back in 2022, they found that today residents are cost burdened. 66 percent of their income is spent on housing and transportation. And I'm sure that number is higher today.

They also found that the transportation network wasn't designed for people walking and biking. Rather, it was designed to accommodate vehicles moving quickly during peak hour conditions.

So think of, you know, your morning commute or your -- your evening commute. That's what the transportation system was designed for.

And because of this, Broward County ranks 14th nationally as the most dangerous metropolitan area in the nation.

UNIDENTIFIED SPEAKER: Wow.

MS. FERMIN: It's one of the top three counties here in Florida, leading the state in serious injuries and deaths.

Over 60 percent of bicycle and pedestrian crashes are occurring on roadways with speed limits at 40 miles and hour or higher. And we know that if you're hitting somebody at 40, 45 miles an hour, their chance of walking away without a serious injury or death is about ten percent, versus if you're traveling at lower speeds, it increases their chance of survival.

And then, of course, Fort Lauderdale, Plantation, Hollywood, Pompano had the most injuries between the time period that we looked at, which is 2018 to 2022.

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And so one thing, smart -- Dangerous by Design, which is by Smart Growth America, it's a publication that -- that's been publishing bicycle/pedestrian fatalities over the last 25 to 30 years. And their 22 -- 2022 report highlighted how Native Americans and Blacks are three to four times more likely to be killed by walking.

And so communities identified as disadvantaged are disproportionately affected by walking and biking crashes.

You can see on the map with the tan highlighting those disadvantaged communities. And this data was taken from the USDOT.

And then we overlayed it with the crash data, and you can see on the map how disproportionately these disadvantaged communities are facing bicycle and pedestrian serious injuries and deaths.

So we did perform a level of traffic stress analysis for Broward County.

For the bicycle network, we found that most facilities fall within a 3 or a 4. Definitely some work to do that.

And then our pedestrian facilities mostly came in at a 2.

With that said, our plan, we aim to strive for an LTS-1 or 2. At minimum, a 3.

So once we performed this level of traffic stress analysis, we were able to do a destination accessibility analysis so that we can identify roadways and areas to improve key level of traffic stress.

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So the map that you see here is our destination accessibility analysis overlaid with the level of traffic stress analysis.

And the destination accessibility analysis did prioritize accessibility to parks, schools, transit stops, jobs, and grocery stores.

So with that said, you can see here on the screen we've got areas that were identified with high accessibility or low accessibility to destinations, and then high level traffic stress and low level of traffic stress.

So areas in red have high accessibility, but also had high level traffic stress, which areas in blue have lower accessibility and lower level of traffic stress.

We do see kind of the outskirts have this blue-orange color while the -- kind of the central area of the County has that green and red.

So the green is low level of traffic stress and high access, the red is high level of traffic stress and high access. And then the two are the opposites.

So that analysis led us to our gaps in opportunities. And this is a preliminary map, it isn't the final map, but this is our spine network, right? This is the proposed base low stress network here in Broward County.

The purple is existing shared use pathways and greenways. The green is fairly easy to implement. Orange is moderate to implement. Red is difficult because of limited right of way or it's on the (inaudible) network. And

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the blue are canal opportunities.

Now, this is still under review. Broward County is in the process of reviewing it so that we can wrap this needs assessment up and finalize our spine network.

So concurrently, we're all working on a low stress design manual, and this will accompany our master plan, which will include best practices, branding, and a place-making toolkit for municipalities.

It'll also identify policies, facility types for different community context, and multimodal level (inaudible) standards, network planning, typical sections for different types of, you know, suburban, urban, rural.

And then also junctions, and looking at how to cross major, you know, corridors, intersections, and -- and identify that treatment.

And then finally, our place-making toolkit, which we hope to provide to the municipalities to help us contribute to the low stress network, build into it, create a sense of place, create a more walkable, inviting community for people to walk and bike.

And with that said, our next steps, we have a public meeting February 22nd, Government Center East. We hope to see you there.

It is a hybrid meeting, so you can join virtually or in person. 6:30 to 8:00. We'll have a short presentation, and we really want to hear from the public.

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We do have a public survey up. It's still up. Push it out to your friends and family, and take it if you have not taken it already.

We've got just over 500 responses to date and hope to get more.

At our public meeting, we'll be launching a Crowdsource map so that we can hear from -- from everybody, you know, where they'd like to see improvements, where areas are comfortable, where they're not so comfortable, where they'd like to get to.

And with that said, we've done already a number of (inaudible) community meetings, public outreach, and engagement events with stakeholders, public agencies, and the community.

And we hope to continue this work that we're doing so that we can create this wonderful master plan to transform our community, to make it more livable and inviting and walkable.

With that said, my name's Christina Fermin. My information to contact me is on the screen.

And I'll be more than happy to take any questions or comments.

Thank you.

CHAIR COOLMAN: Anybody, especially Shea, do you have any comments?

(Laughter.)

CHAIR COOLMAN: As a cyclist?

MR. SMITH: I may have something, but it looks like --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: Remember to talk into the mic. Can you pass the mic down?

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: This is going to take a while.

UNIDENTIFIED SPEAKER: Uh-huh.

CHAIR COOLMAN: It's very hard to know with no red lights who wants to speak.

MR. FRAZIER: I have a -- a general question. And it goes back to that typical map that you showed.

MS. CASSINI: The disproportionate.

MR. FRAZIER: And with the canals and the whole bit. Now, that's a typical suburban block. Did you do a typical urban block, (inaudible) block, which is structured a little different and then look at the impacts in that?

And, number two, I know that the right of ways are a restricting factor which you may or may not be able to control.

MS. FERMIN: Uh-huh.

MR. FRAZIER: And then there's an overlay with zoning and land use and the whole bit, which complicates things, because it's like little silos and they're not talking.

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MS. FERMIN: Right.

MR. FRAZIER: And you're trying to create a bike path. And, based on your conversation, people seem to want a dedicated bike path because they're afraid they may be hit by cars --

MS. FERMIN: Uh-huh.

MR. FRAZIER: -- although the experienced bikers are able to maneuver back and forth and that.

So what I -- I know this is a roundabout question. So I'm trying to get a feel of how you have addressed that in the city situation, which is a lot more complicated than that suburban one that you're showing right there.

MS. FERMIN: Yeah, so our design manual will be -- you know, they'll be addressing the different contexts, right? You've got the urban setting, you've got the suburban setting, and, in some cases, more of a rural setting.

And, you know, with the design manual we aim to provide different treatments, different opportunities, different policies and strategies to be able to achieve the low stress network.

So we'll have examples, design interventions, recommendations, short and long -- short and long term type of treatments that can be used for the different, you know, community types.

MR. FRAZIER: Okay.

MS. SEVERYN: Yeah, in addition, we'll be planning on doing a

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rotating open house with all the municipalities to get their feedback. So if there are additional comments that they have that we can incorporate into our prioritized list of projects, then we will certainly do that.

MR. SMITH: I wanted to -- is this on?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. SMITH: Well, thank you very much for this work, first off. I'm sure people kind of realized this, but this is -- it's really hard work that you're doing, because in south Florida, we're reverse engineering something that just wasn't thought about from the get-go.

People -- my theory on this is people are not going to know they want it until they see it working a little bit, which is really a tough thing to show to people.

And it's really about trying to combine and connect these communities.

So one thing I would suggest is, you know, take Fort Lauderdale as an example. You have a lot more people walking now because they have to. They're -- it's so congested there. Hopefully, you can get some buy-in from the younger people there and you can figure out how to connect some of the, you know, as -- as Ron was mentioning, some of the neighboring kind of urban areas and get those more interconnected.

Because I can tell you, when I was doing more of the advocacy type of

work, it really is disproportionate, the people that are impacted, that have no choice but to use biking and walking.

But I do think it's -- it's a strong connection point for south Florida, and something that is -- it's so necessary.

So if this group can help support what you guys are doing, I certainly want to try and -- try and do that. Certainly appreciate that.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. MUNOZ: Good morning. Yeah, thank you for the presentation. This is -- this is something that the County really needs.

And I'm sure it's a lot of work to try to make a network, especially in the more suburban areas, just because I know that a lot of times, it -- it's hard to -- to kind of snake through those -- those -- those blocks.

But I'm wondering -- I have a question. So I'm wondering what a path might look like. Would -- would it be like a shared use path or more like a protected lane like you see in other cities where you've got, like, dividers or something like that?

MS. FERMIN: So, I mean, it's -- we're still kind of under kind of hashing that out, right? Our Michael Baker team is working, but there are options, right? Shared use pathways, side paths, separated bike lanes.

So we're looking at those different options and where it may be appropriate to put on facility type over the other.

So that's still kind of being hashed out. But, you know, the design manual will provide kind of guidance to the County as well as cities on, you know, which facility type to choose and -- and depending on the context, right?

UNIDENTIFIED SPEAKER: Right.

MS. FERMIN: The vehicle traffic, the volumes, the right of way.

So there's a -- a number of factors there.

MR. MUNOZ: Okay. Thank you.

MR. WEIDNER: Maybe I can just add to that. You know, we have a diverse community in the County. From Sawgrass to seagrass. We have a nice urban network on the east side, and then we'll move into the suburban networks and connecting those facilities.

It's something that's going to be difficult, but we need to make it visible, and we need to identify the opportunities.

Right of way is a huge factor.

And -- and, again, going back to the template that is on your screen now, I believe, but, you know, our neighborhoods are divided by six-lane arterials, and we have these islands that are disconnected around the community.

The real difficulty is going to be getting across those physical barriers caused by railroad tracks, canals, and six-lane arterial roadways.

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And we're looking to develop some low hanging fruit, if you may.

The project will identify ten feasibility locations, and then we're going to drill down and do conceptual design and come up with five concepts for the community to see and put build-type situation to, or (inaudible).

MS. PENNANT-WALLACE: Good morning, and thank you for your presentation.

I'm looking at the key findings for Broward County, and, of course, I couldn't help but think, I wonder where Miami ranked, if we're 14th.

But in terms of number of accidents, I was curious about that. But I -- I'll Google it.

But I -- I'm really wondering how you plan on measuring success. You know, once we've started to make investments in these changes, how do you plan on measuring that we're achieving that goal?

I'm particularly concerned about some of the urban areas where the death rate is -- is significantly high. And that seemed like a matter of urgency to me, like let's fix that first, right?

So that's really my interest, how do we measure success a year, two years, you know, once -- once we get started.

MS. SEVERYN: So let me mention that this project is serving as a match to the joint MPO/Broward County Safe Streets and Roads for All Safety Action Plan grant that we received. We received 5,000,000, and the

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County's going to provide 1.25 million dollar match in in-kind projects.

So this is one of those projects.

As part of that project, there will be performance measures that are developed. And then, as part of our recommendations, we'll also have some performance measures that will be developed as an outcome of this.

UNIDENTIFIED SPEAKER: We'll bring that back to you.

MR. WEIDNER: I also want to mention, you know, on the non-motorized side, bicycles and pedestrians, we don't have the data. The DOT, the counties, they count hundreds of roadways locations every single year. When you have decades of multiple points, you know if traffic is going up, you know the impacts of crashes.

I think we have three locations in Broward County.

Marlin Engineering is implementing the DOT's first ever non-motorized data collection network.

As part of this effort, we're going to identify 25 locations in Broward County for permanent count locations.

And it's important, because when you're looking at rates, you need to understand the utilization.

UNIDENTIFIED SPEAKER: Uh-huh.

MR. WEIDNER: And living in downtown Fort Lauderdale, I know, just from my own visibility, the urban design and the mixed use communities, I

see a lot of people biking and riding compared to when I was living there 15, 20 years ago.

And we want to see higher utilization, but we need the data.

MS. FERMIN: And to answer your question about Miami, Broward, Palm Beach, Miami are grouped together as the Miami metropolitan physical area for the data, By Design Data.

MS. PENNANT-WALLACE: That's why we're so impacted, because I know Miami's really bad.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: Christina, I don't know what you had for breakfast today, but I'd like some of it. I --

(Laughter.)

CHAIR COOLMAN: -- you're absolutely refreshing. As Sean said, this is -- or Shea -- as he said, this has been a long time coming. We've been last in bicycles and pedestrian safety forever.

UNIDENTIFIED SPEAKER: Too long.

CHAIR COOLMAN: I think your road show to go with all the cities is absolutely imperative, especially -- I want to put my Fort Lauderdale hat on -- they and the intersection of Sunrise and Federal at Gateway.

I don't know if you've been talking with them, but my understanding is they have three solutions. The cheapest one is probably the best, which is

only 6,000,000. Then they've got a bridge for 18, and then they've got a tunnel for 60.

However, the first one, which is the cheapest, is the only one that addresses pedestrian safety and cyclists.

You need to get a meeting with the FDOT regarding that.

It seemed -- I don't know which one they're going to approve, but if they don't approve the one at grade, we are doing nothing to -- for pedestrian safety and bicyclists.

It's just amazing when you see the three. So I hope you go and meet with them.

The other group I'd like you to meet with is LauderTrail is building a trail system of 42 miles. Everything that you're doing here has a chance to be retrofitted into that and -- at the very beginning of that.

So I hope you're meeting with those people. And if -- if you need their contact information, I'll be glad to give it to you.

So with that said, just keep it up. It's needed. Looks like Anthea wants to say something.

MS. PENNANT-WALLACE: Yes. I have another question -- well, acutually comments. I'm curious to know. If you are having the conversations with the various municipalities, how are you engaging them to make sure they also have skin in the game in terms of just ensuring that

they're incorporating the -- the right safety measures in the various cities, especially in the ones where you have high death rate because of this.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. PENNANT-WALLACE: Because I think, you know, as you're still doing some of your work, I would hope that that would be part of your advocacy.

And then, do you have a budget in place for the data collection to -- you know, we -- we're trying to track --

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. PENNANT-WALLACE: -- performance measures. Is that a part of what the County is supporting, or is the penny tax supporting that? I don't --

MS. FERMIN: Well, what -- is this thing on? Hello, hello? Okay.

Mr. Chair, to answer the question, we have been engaged with the LauderTrail folks, to a degree. We have the plans. So they're building like four segments or something like that.

So we've been, you know, in contact with them and, you know, some of the other planned projects as well, we have, you know, the information that -- to be able to incorporate into our plan.

And then I've heard about the Sunrise intersection redesign. Next time -- we're actually having a steering committee next -- next week, which

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DOT participates in, and I'll be sure to ask more questions regarding that project.

CHAIR COOLMAN: Thank you.

MS. FERMIN: Vice Chair --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. FERMIN: -- so for our data collection, we have done five locations as part of this process. They were short-term counts, so -- what was it, a couple -- we measured weekday and weekend counts.

MS. PENNANT-WALLACE: Uh-huh.

MS. FERMIN: So some areas, you know, they came in really high, like the ones in downtown Fort Lauderdale. We did a location there. We did a -- Cypress Creek greenway, the Middle River Trail, the trail down in -- in Orange -- Orange Trail, I think it's called, or Linear Park Trail in Davie.

And then I can't recall the last one, but, you know, some of them were really high, especially the ones in Fort Lauderdale. And then some of them were a lot lower, you know, just because of the context. Like the one in Davie, for instance, came in pretty low.

But we are recommending 25 locations, as Jeff said, for a permanent count.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. FERMIN: And then --

MS. SEVERYN: Yeah, and additionally, with your support, we would like to go ahead and later propose a budget for doing some more data analytics --

MS. PENNANT-WALLACE: Uh-huh.

MS. SEVERYN: -- for exactly that type of thing. So that's going to be in the works soon.

MS. PENNANT-WALLACE: Good.

MR. WEIDNER: And -- and as Christina said, we did a temporary, short-term count.

The important thing is the installation of permanent counters. One or two data points don't create a data set.

We need to be counting every year, the same place, you know, on a hundred or so locations all around the state so we know -- we know the pulse beat of activity from both pedestrians and bicycles.

And we have the budget to install 25 -- or to recommend 25 locations.

MS. PENNANT-WALLACE: Good.

UNIDENTIFIED SPEAKER: Yeah.

MR. HUI: Yeah, good morning, Ms. Vice Chair. Perhaps I can add a little bit additional information to the discussion.

I'm involved with the County -- with the project that is the MPO Safe Street for All project Josette mentioned a little bit earlier.

And what we're doing with that project is that we got -- we have a $5,000,000 grant to develop a safety plan for the entire County.

And what this safety plan is going to include -- it's multi components to it. It will be evaluating all of the crashes throughout the County, including bicycle crashes as one component of it.

That's why this project is a County -- it's a match to the overall project.

So what we're going to be doing in the project, with this project over the next year and a half, is that we're going to be identifying all of the areas throughout the County network where high injuries have occurred, whether crashes have been with cars, pedestrians, bicycles. You know, we're going to take a look at all of them.

And then, what we're also going to do in addition to that, we're going to develop strategies for it.

What we're also planning on doing is is that we're going to identify components of roadway that physically have the potential to cause crashes even though that they did not have actually result in crashes at this point.

We kind of want to be proactive about the whole thing, rather than waiting for an accident to happen.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HUI: So -- you know, so we're going to be taking a look at that.

And then this is a long lead-up to the answer to your question, which

is that this document is intended to be a living document. We are going to be develop a safety plan throughout the County including bicycles as a component. We're going to be trying to obtain additional plans to implement it.

But furthermore, and most important, is is that we're planning on continuing monitoring the data, not just at the end of the project, but (inaudible) we're planning to continuing monitoring the data as we go forth and then hopefully use those results to further refine our improvements going forth in the future.

MS. PENNANT-WALLACE: Perfect.

UNIDENTIFIED SPEAKER: (Inaudible.)

UNIDENTIFIED SPEAKER: Sure, please.

MR. FRAZIER: Mr. Chairman, one last question.

CHAIR COOLMAN: (Inaudible.)

MR. FRAZIER: I noticed since the last --

CHAIR COOLMAN: We have to get this fixed for the next meeting. This is --

MR. FRAZIER: -- I noticed that the -- the last slide, you didn't put (inaudible). This is very important. The place-making toolkit. Could you go over that slide? Because it appears to me that you're thinking about connecting destinations and activity areas that may exist, that may not exist,

and you're trying to create and the whole bit.

MS. FERMIN: Yes.

MR. FRAZIER: It was a very interesting slide, so I'd like to hear your presentation on it.

MS. FERMIN: Yeah, I kind of breezed through this.

So, you know, the intent of this is to provide strategies, right, for the cities and the County, but mostly the cities, to help kind of identify their character, their sense of place, their identity.

But it's also aimed at helping the -- the cities kind of tie into this network and finding areas where they may be place of respite, right, so that they can have shade or a tree or seating, or even, you know, public art. And also areas where, you know, kind of junctures come together where people can gather.

It's -- the intent of it really is to -- to help cities redefine themselves and create this walkable, you know, people-oriented communities and space. I think here in Broward County we desperately need that.

You know, we have the beach, which you see every weekend is packed with people. And then you see other places, like Sawgrass Mall, but that's -- that's a different type of people, right? Those aren't natives necessarily.

But, you know, myself and my friends, we're always looking for places

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to hang out and get together. And we'll go to places like downtown Fort

Lauderdale or Wilton Manors or, you know, the Coconut Creek Promenade.

But it's like, we want more of these places. We want to gather. We

want to have fun. We want to -- to engage with one another. We want to

socialize.

You know, there's a epidemic of loneliness. This is how we can go

and -- and help create and solve that issue, right, by creating places that are

inviting, the people may just walk around or sit under a tree.

MS. CASSINI: And feel safe.

MS. FERMIN: And feel safe and feel comfortable --

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. FERMIN: -- and be able to walk to.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. WEIDNER: I'm just going to quickly say, you know, sometimes

it's just as simple as putting a bench on a sidewalk under a beautiful tree.

We -- you know, this approach will get people to want to get out of the

house and want to walk.

We have an awesome sub-consultant that are very inspiring. They're

national and global experts. And we're going to help identify communities all

the way from major destinations like downtowns, but just to make sure trails

have a convenient place to sit where it's cool and comfortable and

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convenient.

And I think Josette wanted to add something.

CHAIR COOLMAN: Gretchen, I have one last question maybe. How is this being funded, and is surtax any part of it?

MS. CASSINI: Hold on. Let -- let -- I'll -- I'll get to that, yes.

MS. SEVERYN: Yeah, we'll get to that next.

So I want to make just a little bit of an extra note about the place-making toolkit.

The reason why that really made an appearance in this is that we wanted to make sure that we were activating these facilities so it was a place where there'd be enough engagement that people always felt safe, no matter what time of day it was.

But the other thing that we wanted to do, we're making these routes to be great routes to get to transit so that we can really move people across the County.

We know that on average, somebody will -- will ride their bike, say, three miles. We want to make sure that those three miles are great first mile/last mile connectors to transit, to and from transit.

And the place-making toolkit makes this round into making it more enjoyable, comfortable, and safe ride for folks, and it's an optional element that municipalities can embrace, make their own, and promote culture within

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their community.

MR. FRAZIER: It is the stress reducing agent.

(Laughter.)

MS. CASSINI: Mr. Chair, the question is related to the funding source.

As we discussed previously, this current iteration of the plan is funded by the constitutional gas tax.

We'd like to expand the scope of work and the timelines to do additional outreach. It's something that Marlin and -- and Josette have expressed a need for.

And there was a budget -- a surtax -- there was surtax funding associated with this project that is available. And so we are currently in communication, negotiation about exactly what the length of time extension will be, what the additional scope of work will look like, so that the surtax can leverage that constitutional gas tax.

But one of the biggest pieces of this that I just want you all to -- to leave with is that the leverage goal on this program of 2.5 billion dollars over 30 years is incredibly connected to these types of projects. Like the Safe Streets and Roads for All, once that action plan is complete and we are eligible to apply for implementation grants along with all our city partners, the surtax acts as that local match to allow us to be able to draw down these federal implementation dollars, and hopefully some state dollars as well.

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So the surtax is going to be very actively involved in the next steps of these types of projects --

CHAIR COOLMAN: Well --

MS. CASSINI: -- over time.

CHAIR COOLMAN: -- well, it definitely needs to be. This is extremely worthwhile for our community as a whole.

Nathaniel, you agree with that?

MR. KLITSBERG: You can ask me a policy question, Mr. Chair. So --

CHAIR COOLMAN: I just wanted to get --

MR. KLITSBERG: -- personal opinion as a resident --

CHAIR COOLMAN: -- warmed up a little bit.

MR. KLITSBERG: -- I don't know if it's relevant.

CHAIR COOLMAN: Thank you. Thank you very much.

Anybody else have anything else?

MR. SMITH: One more. Just one more quick comment.

CHAIR COOLMAN: Go ahead.

MR. SMITH: One thing –- is this thing is working?

CHAIR COOLMAN: It's on, I think.

MR. SMITH: Is it? Check, check.

CHAIR COOLMAN: You've got to hold it down and let it go.

MS. CASSINI: Just wait (inaudible).

UNIDENTIFIED SPEAKER: Okay. It's working.

MR. SMITH: One thing -- this thing's not working.

CHAIR COOLMAN: Here. Pass it back.

UNIDENTIFIED SPEAKER: (Inaudible.) Did you hold it the whole time?

CHAIR COOLMAN: No, you have to push it and let it go and give it a second or two to come green.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: And when you push it again, it shuts it off.

MR. SMITH: One thing that -- just to keep everybody's focus, is we have to think about who will actually advocate for these things and push the sentiment in the community.

And that's, once again, a huge challenge, because a lot of people, they haven't seen it, so they don't know what they really want.

One just small example that I've noticed recently, it's anecdotal, but it's definitely there, is older residents on electronic -- on electric bikes. I mean, literally five years ago, you didn't see it. And these are people that just -- they're deciding to go out and explore because they can. They can't ride as far, so they weren't going all over town.

And, man, I see some of them sometimes, and I want to just kind of pull them over and say, look, maybe try a back road. Like some of them will

be out on like US-1 in Lauderdale.

But the point is they're clearly out there enjoying and exploring that way, which I've always been passionate about. You just have to be careful, right?

So I think people that are retired or semi-retired and are -- are excited about this can be really strong advocates. So maybe we have a way to get those people kind of into a group.

And this is like a changing thing because of technology, right? Because this just didn't exist. Like even the battery life on these things now is totally different than what they were just a few years ago. I mean, you can charge those things up and go around all day now.

So it opens up a lot of -- a lot of options. And I think people, they don't necessarily realize that.

This infrastructure that we build, we'll say multimodal, people just think of road bikers, right? Or maybe the picture of the family that was up there with like a little kid on a bike.

But it's -- it's more than that already. And you're going to see a lot more of that.

I mean, you know, golf carts can go on the road, technically, right? But -- and people love those because you can kind of stash those in other places.

But in between a golf cart and a bicycle, there's a lot of other stuff, the smaller forms of transportation that are going to come along over the years, too.

So it's just important to think about this stuff on a bigger kind of scale of where it can go.

We're building something for the future here, you know.

MS. FERMIN: Yeah, I -- I appreciate your comment, Shea, because, yes, you're right. That's something I forgot to mention is that we are looking at personal conveyance devices, e-bikes, e-scooters, wheelchairs, walkers, hover boards, skateboards, rollerblades, all that.

So, you know, that is something that will be incorporated into our plan, but we're also looking at the future and emerging trends as well.

And, you know, there's this whole thing with the -- the delivery bots. You know, we're keeping an eye on that.

And, you know, we're hoping to provide some type of recommendations to be able to keep the eye forward and also, you know, thinking about these upcoming new -- and I'm sure there's going to be something else that comes out in a couple years, so --

MR. SMITH: Right.

MS. FERMIN: -- you know, looking at an eye to the future, ensuring that we're providing space for all types of users, right, whether it be the

vehicle or the person walking, and then everything else that falls in between.

MS. SEVERYN: Yeah, I was just going to mention that our designing is going to look at, you know, how to be flexible and -- and also how to think about what the needs are for this -- I mean, for these little devices that people have, too.

So it's hopefully going to be highly adaptable and flexible.

And we have been surveying people on our questionnaire about what type of devices they have currently, so we'll -- we'll be able to get a good handle on ownership.

CHAIR COOLMAN: Anyone else? If not, thank you very, very much.

MS. FERMIN: Thank you, all.

UNIDENTIFIED SPEAKER: Thank you.

II   NEAR-MISS TRAFFIC INCIDENT IDENTIFICATION SYSTEM STUDY UPDATE - DR. MIN-TANG LI - ENGINEER, TRAFFIC ENGINEERING DIVISION; DR. SANJAY RANKA, UNIVERSITY OF FLORIDA

CHAIR COOLMAN: Now we're going to talk about Near-Miss Traffic Incident Identification System.

I think we had --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: -- a program on this earlier in our --

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: -- timeframe.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: We're just going to have Doctor -- is it Min-Tang Li, I believe, Engineering Division, and Dr. Sanjay Ranka, University of Florida.

We must have some Gators here, right?

(Laughter.)

CHAIR COOLMAN: Anyway, welcome.

Oh, and just a little housekeeping.

MS. CASSINI: You're going to have to (inaudible).

CHAIR COOLMAN: Let's just leave this on. Don't push it on or off. It can be passed around --

UNIDENTIFIED SPEAKERS: (Inaudible.)

CHAIR COOLMAN: -- in the green, and we won't have to waste time trying to figure out how it works.

DR. LI: Good morning, Mr. --

MS. CASSINI: It's off.

DR. LI: It's off?

CHAIR COOLMAN: Here we go. It's green.

DR. LI: Testing, testing.

MS. CASSINI: No. It has to be solid green.

DR. LI: Thank you.

Good morning, Mr. Chair, Ms. Vice Chair, and members of the board. Min-Tang Li, Traffic Engineering Division. And I'm the project managers of the Near-Miss Traffic Incident study. And I'm here to give you a -- a quick introduction of today's presentation.

What's near-miss? Near-miss are a risky traffic event without collision. And I'll echo Tony Hui, who just spoke to you. Focusing on addressing near-miss will transition reactive into proactive paradigm and respective solutions shift toward preemptive measures.

And on -- on June 27, 2019, Dr. Sanjay Ranka and Mr. Lenny Vialpando jointly presented to the Oversight Board (inaudible) University of Florida their ability to convert video feeds obtained from the City of Gainesborough into trajectories for near-miss traffic incident identification.

After the presentation to the Oversight Board, staff met (inaudible) and Public Works Traffic Engineering Division worked out a proposal and acquired UF in February 2023 to evaluate their near-miss identification process under the County's unique conditions, such as larger intersection geometry and different mix of vehicle types in traffic flow.

In the past 11 months, the UF has performed all the tasks specified in Phase 1 of the pilot study.

And Dr. Ranka is here to provide a summary of the process and findings obtained at the completion of the Phase 1 effort.

He is also going to touch on the tasks that will be carried out in Phase 2 in 2024.

With your permission, Mr. Chair, I now turn the floor over to Dr. Ranka. Thank you.

CHAIR COOLMAN: Thank you.

DR. RANKA: Thank you. Can you hear me?

UNIDENTIFIED SPEAKER: Yes.

DR. RANKA: Do I just move this mic?

MS. CASSINI: Yes.

DR. RANKA: Okay. All right. Thank you, everyone. Thank you, Chair, Vice Chair, and the board. It's a pleasure to be here. Good morning.

You already heard a lot about safety issues with pedestrians and bicyclists in the earlier discussions, so it's a good backdrop for me.

What we've been trying to do is to be able to look at -- (inaudible). Sorry -- we've been looking at how do you take the intersection that is already present in Broward County and leverage that to understand what's happening at traffic intersections, to understand how bicyclists, how pedestrians, and how cars interact with each other.

You know, there's a lot of studies that do crash analysis over the last

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five years. The challenge with them is things change over time. We change the design, we change the signal timing.

What our technology allows you to do is observe what's going on right now and then (inaudible) in making a change within that to be able to improve safety right away.

And I'm going to talk a little bit about how this actually works.

So this is a intersection from Stirling Road and SR-7. You see there are two video cameras there. These are called fisheye cameras, because they are spherical in nature so they capture a large part of the intersection.

This -- this intersection is very large. We actually have two cameras, one which shows this side and another one which shows the other side.

And what our technology at a very high level does is looks at all of this information, combines it together. We also can at -- sometimes, you look at signal timing information about when changes are happening, when the light turns green from east/west to north/south, for example.

Take that into account and be able to understand how pedestrians and bicyclists are interacting with vehicles and how vehicles are interacting with vehicles themselves to -- to see whether there are any safety issues, either in the design or the signal timing. And then we, at some time, should be able to then proactively make changes, change -- changes in -- in the future.

So how -- how does the system work? What we do is we look at both

the videos, we check them again. We process the videos using the latest AI technology, along with video GPUs together, and then be able to convert -- do three things.

We first detect what kind of object it is. Is it a pedestrian, is it a bicyclist, is it a car, is it a truck, for example. And then we can track that.

Obviously, our goal is to not worry about privacy issues, so we anonymize all that information. We only keep (inaudible), so that that way only (inaudible) are used for understanding the rest of what's going on at that intersection.

And so you can see like here that we are tracking both the cameras. We monitor them together. There are eight signal phases, typically, so we divide the data into eight signal phases.

After that, we can do all kinds of analysis, how fast the cars are going, what the gap between the cars are.

But most important for us is if a car comes very close to a pedestrian or a car comes very close to a car, we want to be able to look at that, because that's kind of giving us, without actually having an accident, a very good proxy for how safe the intersection is, based on current design and based on current signal time.

So we either have the opportunity to change both of them -- obviously, doing the design changes are more long-term, while doing the signal timing

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changes are in some sense easier to do.

So with that, what we do then is we have developed this analytic system, and this was developed around four or five years ago, and that's the -- based on that, we had given a presentation to this board.

And the general idea there is that you take the data, analyze it in real time, and the (inaudible) of the system is very, very small, and I'll talk about that a little bit later. But the general idea is that you can monitor the traffic, and then you analyze interactions between different objects.

But also, just beyond interactions, you can actually count, right? If you know how many pedestrians that will cross between 11:00 a.m. and one -- 1:00 p.m., during lunch hour, for example.

You can count how many bicyclists actually crossed, right? How many (inaudible).

So you have all the other data which comes along with the analysis which we are trying to provide as part of the system.

Any questions before I move any further?

CHAIR COOLMAN: (Inaudible.)

MS. CASSINI: No, you're good.

DR. RANKA: Okay.

MS. CASSINI: He asked if there were questions.

MS. PENNANT-WALLACE: I -- I kind of do.

DR. LI: Sure.

MS. PENNANT-WALLACE: I do.

DR. LI: Sure.

MS. PENNANT-WALLACE: So I'm -- I'm just thinking that you are

tracking data in real time --

MS. CASSINI: It's not on.

MS. PENNANT-WALLACE: It is.

CHAIR COOLMAN: That's on.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: Solid green. Solid green. Has to be solid.

CHAIR COOLMAN: It is. It was.

MS. CASSINI: No, it's blinking.

MS. PENNANT-WALLACE: So -- okay.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. PENNANT-WALLACE: It's still blinking.

MS. CASSINI: It might be running out of battery.

MS. PENNANT-WALLACE: All right.

MS. CASSINI: She's coming.

CHAIR COOLMAN: I left it on.

MS. CASSINI: She's coming. She's coming.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. PENNANT-WALLACE: I -- I have a big voice. Does -- does that help?

MS. CASSINI: The problem is the live stream.

UNIDENTIFIED SPEAKER: Yes.

UNIDENTIFIED SPEAKER: Okay.

MS. CASSINI: It's fine. Go ahead. I mean, we can only do what we can do. We tried to get more mics, and we were told we could only have two, so that's the problem that we're experiencing. Sorry about that.

UNIDENTIFIED SPEAKER: Well, I mean, I can share this one.

MS. PENNANT-WALLACE: So, no, I -- I mean, I -- I can (inaudible).

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. PENNANT-WALLACE: So you -- you -- you talked about measuring data in real time, right now, essentially. And I'm just kind of thinking about some predictive analytics.

DR. RANKA: So --

MS. PENNANT-WALLACE: Are you kind of looking at -- because things are changing all the time. So you may fix a problem today, but five years from now or whatever, how do you factor for the future, essentially?

DR. RANKA: I think that's a great question, right? So we can measure for a week, make changes, and we can observe later what's going to happen the next week, and see the before and after.

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And you can keep doing this all the time, as many times as you want. So that's the advantage of having a (inaudible) like this, that you're observing what's happening at the intersection, until you have the cameras and the camera streams are going to a -- a location which can analyze it.

Did I answer that?

MS. PENNANT-WALLACE: Well, I'm just thinking longer term.

DR. RANKA: Uh-huh. So the --

MS. PENNANT-WALLACE: Because we see technologies moving at warp speed, and, you know, I'm just wondering how -- how do you plan for that.

DR. LI: Again, I -- I echo Dr. Ranko's perspective. Good questions.

And -- and that's the reason why we (inaudible), by the way. We assess what we can do now, and we are going to (inaudible) identify the needs, the cost associated with what we can invest, and then set up some sort of game plan for future.

And we need to assess what we can achieve at the end, and then continue assessing.

This is an ongoing effort. This is not going to just end today. And there will be -- continue a follow up study and -- and investment into these areas.

Something we -- we -- Dr. Ranka is going to touch on later and --

about Phase 2 is to see what kind of solution we can implement, not

(inaudible), and we assess the effectiveness of each solution, and we pick

out those that we can adopt and achieve the best, right?

And -- and that effort will be continued throughout so many years in

the future, and then we will continue this endeavor as --

MS. PENNANT-WALLACE: Okay.

DR. LI: -- as what we have cone.

CHAIR COOLMAN: Another way of asking the question is where are

we in the process now that we -- you've been collecting data for, what, five

years?

MS. CASSINI: Oh, no (inaudible).

CHAIR COOLMAN: How long?

MS. CASSINI: Nine months.

CHAIR COOLMAN: Nine months. When we have the data and we

have the areas that are near-miss, you'll be able to start implementing

corrections, whether it's signal timing or whatever it is.

When do you anticipate that this program and the information you're

gathering will be put into place? Is that going to be another nine months, six

months? I mean, just a rough idea. What year?

UNIDENTIFIED SPEAKERS: (Inaudible.)

MS. CASSINI: Mr. Chair, I think it depends on the Traffic Engineering

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Division and the Public Works Department making recommend- -- so they're going to make recommendations. They're going to -- they're going to have findings, they're going to have recommendations, and then it's up to their department to determine what solutions they want to implement and what timeframes.

And there's going to be budget considerations to that, obviously.

So I'm going to hand it to Tony. I see he's ready to get to that question.

MR. HUI: Yeah. Sorry to jump in again.

MS. CASSINI: No, that's good.

MR. HUI: Just to add a little bit more to what Gretchen is saying.

I think this is another one of the projects that's going to be tied into the Safe Street for All project. And what this is really going to do is is that the -- the beauty of this is is that when we find any issues with intersections that -- at this intersection, there are characteristics that probably occurs at other intersections.

So what we have the ability to do with this information is to say, if this happens here, it could cause a dangerous situation. Let's apply it to multiple intersections going forth into the future and -- so that we prevent anything from, you know, occurring before it happens.

So -- so with that information, there's two things that we can do about

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it. One is that if this is something that's immediate, there's something that's very easy to do, our Traffic engineering Division is going to make that adjustment immediately, or as soon as possible.

What happens is is that if the -- if this leads to more structural modifications that are required, what we can -- what we'd like to do is is that we're going to use this plan as the vehicle to identify additional grant opportunities to implement them as they come up.

MS. PENNANT-WALLACE: Got it.

MR. HUI: We're going to be using surtax as potentially a component to -- you know, to trigger more funding.

So to answer your question about the timing, just like Gretchen said, it depends on what they are.

But the long-term, we definitely want to implement it across multiple places in the County, not just at the intersections that they're looking for, but to prevent them from happening and then maybe more in a long term (inaudible) --

MS. PENNANT-WALLACE: Got it.

MR. HUI: -- solution.

MS. PENNANT-WALLACE: Yeah.

UNIDENTIFIED SPEAKER: Thank you.

DR. RANKA: So, yeah, the good part about technology is that it can

solve problems in the near term, but also provide you long-term

recommendations together and -- and -- and discuss what can be

implemented.

So what it does, at a very high level, is it -- and using the eye, it tracks

all the objects on the intersection, and then those traffic feeds are important

to us, because they tell us what's going on.

So prove one person is going like this, another one's coming like this,

the chances of them hitting each other are very high.

Obviously, the good part of all this technology, since it's real time,

longer time again as collectively comes with more prevalent.

If we can recognize that this vehicle's going to hit a pedestrian, we can

inform that vehicle that, look, you're -- you're not seeing this particular

pedestrian right now, because it may be blind side -- you may be blindsided.

Since the (inaudible) has a good view of what's going on, it -- this information

can be sent to the vehicle and the vehicle can brake, because it doesn't see

the pedestrian.

So the other part I'm going to present today is the off-line processing

of it, but clearly there's real time benefits where, if you're seeing a pedestrian

jay-crossing and you know that the light has just turned from green to red,

you might be able to change the -- the light, to say, hey, let me extend the

green a little bit more because I want to make sure this person walks through

and doesn't get hit by another vehicle.

That's possible because you are doing that now. It's just offline part.

So what it does is it looks at the traffic and sees are they conflicting with each other or not. You can have two cars, one car going like this, another car coming in the opposite direction, and at 35 mile an hour. You see they come very close to each other. But that's not going to cause a conflict. It happens all the time.

And that's the challenge of the old definition of near-miss, because we change what we call see better (phonetic) events. If two vehicles are crossing with each other and they're going to come close to each other, then we want to be able to know that.

What we can do then is we can count those series of events throughout the entire day, for multiple days in a week, and understand where the conflicts are happening more. Are they happening throughout the day, are they happening in the morning, evening. And that leads to a lot of interventions where you can say, look, during the lunch are there are more people crossing. I want to be able to give more time to pedestrians during that time without impact -- impacting traffic too much.

So those are the things which we can provide to the traffic engineers that they can use to improve and then, again, next week study and see what -- whether this impact was positive or negative.

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And that's the beauty of the technology itself.

So what we did was, as part of this pilot, we took six intersections. Those intersections on -- all on Stirling Road. These are intersections they already had the video cameras in there, so we were able to take those feeds and be able to process those.

So this project had three phrases. The first phase of the project -- each of them roughly around three to four months long.

In the first phase of the project, we just got all the information about the video cameras, video feeds, what -- what's the geometry of the intersection, whether the County needs to know how the intersection is designed. We typically will look at Google Maps and be able to then, from there, design the structure of the intersection itself.

We also get information about signal phasing.

We combine all of this together.

And -- and using that, in the second phase, then we perform the offline video analytics. So we collected data from each intersection for at least (inaudible) hours, which -- from each of the six intersections, and -- and then we send this through the pipeline which we have for processing the videos. Again, the pipeline is very fast, so in the long term, we can make it real time.

Using that then we actually also looked at an analysis which I'm going to present to you, but the third phase of that was how fast is it.

So what happened right now, because of a variety of issues, the video went from Broward County to the UF machines, and UF machines processed it and sent it back to Broward County.

So we wanted also to measure the latency of that entire process and make sure that latency is small. And we found that it was actually quite small. But long-term, when we viewed the solution as part of Phase 2, what we're going to propose is that the (inaudible) are sitting in Broward County itself, and that way, the data directly goes from the video cameras to Broward County, gets processed right there, and then and the decisions are made (inaudible).

So that's something which we are going to propose as part of Phase 2.

Just to give you some interesting things. Remember, this is a very small amount of data in some sense, because we only collected around 12 hours from each of the six intersections. I'm going to show you some near-misses or signal events which we found.

Clearly, as the system becomes more operational, longer term, then we will have data continuously coming, to answer the question earlier, that you can make changes to a (inaudible) finding and see what is happening at a particular time.

So they are (inaudible).

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So this is an example of that. Let me see if I can operate what is in your hand.

MS. CASSINI: I think if you just click on it.

DR. RANKA: Yeah, I did.

MS. CASSINI: Okay.

DR. RANKA: So you can see like here, in this particular video, this particular pedestrian's going to cross from the other side, come very -- you can see that the person is crossing from -- from the top side, and -- and just stands waiting for the cars to go through.

So these are the kind of things which lead to issues later where if this person decides to go a little forward probably the car would hit the pedestrian.

So that's why these are good proxies for actual accidents. Obviously, they're not always going to happen, and we don't want them to happen. So our goal in the long term would be to say, hey, we are identifying this pedestrian, let's inform all the cars which are coming in on that particular lane, saying that, look, you're not seeing particular person because the car is blocking it, so better watch out for that.

But for now, what we can do, potentially, is say, hey, there are a lot more pedestrians passing at a particular time of day, we should probably increase the time for pedestrians to cross over and allow them to be safe.

So those are the kind of interventions which can take place.

Another example here -- let's see if I can -- sorry. It seems to be jumping here.

So this is another example of the same thing. Hold on. I'm going to skip to this one. For some reason, the other slides have gone out. But we have several such --

MS. CASSINI: Hold on one second.

DR. RANKA: Okay.

MS. CASSINI: Let's see if we can assist you. That one's not a video, though.

DR. RANKA: No, no, that's not. But there was three or six videos, but for some reason, only one of them is showing up.

MS. CASSINI: Oh.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. CASSINI: No, in that particular video, there's more, he's saying.

DR. RANKA: No. In that particular -- there are actually three slides with three examples, but only one of them showed up here.

MS. CASSINI: I'm sorry.

DR. RANKA: That's all right. Don't worry about it.

But we have collected several such examples where we saw either a bike crossing over or a pedestrian crossing over. And -- and, obviously,

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these were not accidents themselves, but they are preventable issues by either changing signal timing or informing the cars, in the long term.

It won't happen today because the technology doesn't exist for us to communicate directly with the cars, but we expect that in the next two to five years, as the cars become more and more connected, that we can actually send this information out.

And also, the pedestrian apps (inaudible) pedestrian (inaudible), if you download that, the app will inform you that you're going to probably be hit by a car, so better watch out.

So those are the technologies which are in the forefront as -- as you are -- as you are looking at things today.

So a couple of challenges which we will have to overcome. We were using existing cameras and their -- their calibration was a little off. So we collected the data and we found out that the calibration was a little off. So we reset the calibration a little bit, and some of the communication issues were resolved in the process. But it was not anything major for us to be able to handle.

At a high level, what we've been able to show is that we were able to detect all the -- well, or I would say 95 percent of the pedestrians and vehicles which were crossing at the intersection during the time which we were recording it.

We -- we actually can see that there are changes one can make in terms of signal timing to be able to address some of the conflicts which we found.

Do realize that we had only data for 12 hours, which we -- which we had processed as part of the first phase, so we are limited in terms of our findings right now.

But this showed that our technology's able to capture the interaction between the pedestrian and the vehicles. The -- the (inaudible) advantage we detected, most of these events are pedestrian to vehicle events, so whatever we found was that the vehicles actually are behaving well in those intersections. It's the pedestrians which are sometimes not behaving as well.

Again, limited data, so we can't really process too much from that.

But, clearly, we know that there are interventions we can do, and that's something we're going to study as part of the Phase 2.

The other part, which I showed you the fact that the data was coming from the intersection, going to Broward County then going to the UF system, the whole latency was less than a second or something of that nature. We can reduce it to even lower latencies than that. That allows in the long term for the system to be implemented in real time. As I mentioned, that there are some benefits to real time. We can make the time -- timing changes right there, or inform pedestrians and vehicles in the long run.

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And also the fact that we are able to process using a single GPU multiple cameras coming from the same intersection shows that this technology is highly implementable there. The other part of what we want to be able to do is Phase 2, we are able to develop a system which can process the videos coming from all the intersections together and be able to demonstrate what the cost-benefit of -- of -- of doing that kind of asystem.

So, as part of the second phase, since we've already identified right here, you understand what the requirements are from a hardware/software point of view. Again, to answer your question about what happens five years, our goal is next ten years. That means the goal is to be able to continuously collect the data. New -- new modalities are going to come in the market. Today is cameras. Tomorrow is LiDARs. Five years down the road there will be other technologies that will be even better.

So the idea would be that you should be able to take multiple modalities together, be able to combine all this information to make intersections safer.

So our plan would be to right now only focus on video cameras and what it takes for us to process them, what kind of system would (inaudible), and then using that system, we want to be able to now collect data for at least a week for each of the intersections, look at where the challenges are, and then be able to do interventions which are -- which are able to be done

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by signal timing changes for now.

But to answer the other set of questions there, if we find structural issues which we can leverage from one intersection and take you to the other intersections, then we want to be able to do that also.

CHAIR COOLMAN: Does anyone have any questions? Erdal? It's ready for you.

MR. DONMEZ: I'm not going to mess with the green light. I -- I think you can hear me.

I forgot how many intersections, you know, we have in Broward County. I think it's -– I would figure thousands.

Obviously, you have to spotlight somewhere. Like you picked Stirling Road, major intersections there. And I imagine we have prototype intersections to -- to work on, you know, one intersection and then use that, you know, data and improvements elsewhere.

I guess the question is we're looking at near misses, so we're looking at, you know, seconds or a fraction of a second somebody could, you know, lose lives or could cause accidents.

How reliable will that be just by looking at existing, these six intersections, and then, while improving these intersections, you know, traffic, mobility, you know, accidents, crashes, to, you know, truly expanding it to hundreds of different intersections in the County.

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I guess that -- that's my question.

UNIDENTIFIED SPEAKER: Yeah.

MR. DONMEZ: How -- how practical is that effort?

DR. RANKA: Yeah. Remember, this is just a pilot project. So the whole idea is to be able to demonstrate the value of the technology.

And, clearly, you understand that right now we're just using these cameras -- these intersections which had cameras in there, but these cameras are not really expensive. These cameras, like, I mean, the -- the price of them is coming down every day.

So there's clearly a possibility that you can add some more intersections where you collect the data from and be able to improve their safety, one.

Second thing is that you learn from all these intersections and then say, look, I'm finding these things, because driving behavior across the County's going to be similar.

If you see, for example, that the driving behavior that you're seeing is across the board, you can change signal timing (inaudible) for many, many intersections depending on what we learn -- we are learning from here with the other intersections, even if -- even if they don't have video cameras.

So more possibilities exist where you add more intersections with cameras, and also learn from the existing ones and extrapolate that to the

other ones.

But the good part is that it's all very measurable. So you can actually see the before and after in a week or two weeks. So you know that any changes you make is having a positive impact.

Longer term, also there's a possibility that these LiDAR systems are going to be portable. So what you can do is you can put -- put a system on an intersection for a month, study it, and then move that whole system to another place.

Those are all things on the horizon where you can bring costs down by leveraging one piece of equipment across many intersections.

MR. DONMEZ: Thank you.

CHAIR COOLMAN: Okay. Anyone else? Doctors -- oh, we've got one more. Alejandro?

MR. MUNOZ: I'm just wondering if, depending on the severity of the -- the near misses at intersections, would changes to the actual infrastructure be something that would be considered?

DR. RANKA: You can definitely collect the data for that, and then that's a policy decision, right?

So, for example, if the left-hand turn buffer is very small and it's causing issues, perhaps you need to extend the left-hand -- left -- left-hand buffer, for example. And that is obviously costing more with that, right?

So all of those things are policy decisions, to some extent, which we can provide data for -- for them to make the actual decision then that should happen.

And, obviously, I'm not a traffic engineer. I'm a computer scientist. So let me give it to someone who can answer that better.

DR. LI: Well, I can try, at least.

I think the -- the most important aspect of this effort is that we are assessing a -- an algorithm and without human interference.

And we can certainly look at a -- an intersection 24 hours a day, sending different people to cover an eight-hour shift, on a daily basis.

But that specific person, with a blink of eye, they may miss the near miss, right?

So the algorithm worked on the (inaudible) and it can work (inaudible), and they -- and it can be used to identify near miss.

So -- so that's a -- I won't -- for lack of a better term, that's the beauty of this effort.

So the -- the other reason, at the offline mode, and we assess it more close to real time.

CHAIR COOLMAN: Uh-huh.

DR. LI: It's not true real time, but it's close real time, in that moment.

So the next phase that Dr. Ranka is going to carry on is to see if we

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deploy that algorithm to a corridor, and we want to see how that's going to

perform and -- and what kind of strategy or solution we can deploy to

address certain issues that we notice on different type of near misses.

Now, near misses has different severity, yes, so we have different

solutions to address that. Some are very quick and easy. We just --

MS. CASSINI: And low -- and low cost.

DR. LI: -- and low cost and low hanging fruit that we can adopt

quickly. But the certain aspect of it, we do need data to assess that. For

example, pedestrian. Pedestrian won't be there 24 hours a day, likely, at

least from my perspective. So there are certain peak hours, maybe five, and

then we can assess certain solutions to record just to address the demand at

its peak level.

And for the others, we -- if there's no need for a certain solution, we

may not need to deploy at that time.

So overall, the pilot study, as -- as it stated, the title of the project, we

identified, assessed the algorithm of this if we can implement it or not and

what kind of solution we can deploy using the detection algorithm and assess

the effect afterwards.

So in general, I -- I hope I answered your question.

MR. MUNOZ: Thank you.

DR. LI: And -- and I think last time when I came to you to present near

miss, I -- I showed you a little more examples, that I apologize that they didn't show up today.

And -- but certain solutions that we touched on, like no -- no turn on red, detect the left-turn only, that kind of solutions are -- can be easily implemented, but, again, we need to see how effective those are compared with a site (inaudible) that's going to introduce to the overall system.

So that's something that we will be -- attempt -- we will -- we will attempt to achieve in Phase 2 in come -- in the coming 11 months or so.

MS. CASSINI: And then come back.

DR. LI: And we will come back in December, I believe. There will be a -- a virtual meeting scheduled for the project team to present to you or provide a summary on their finding.

CHAIR COOLMAN: Okay. Dr. Li, Dr. Ranka, thank you very much. We're looking forward to safer streets in the future.

MS. CASSINI: Thank you.

III   **CBE GOAL ATTAINMENT QUARTERLY UPDATE - SANDY-MICHAEL MCDONALD, DIRECTOR, OFFICE OF ECONOMIC AND SMALL BUSINESS DEVELOPMENT**

CHAIR COOLMAN: Now, our last presentation, Gretchen, I think we're ready for Sandy-Michael McDonald.

MS. CASSINI: And I --

CHAIR COOLMAN: Is he --

MS. CASSINI: -- I see he's coming forward now.

CHAIR COOLMAN: -- is he here today?

MS. CASSINI: He is. He's right behind you.

And I just wanted to take an opportunity, if you don't mind, Mr. Chair, to acknowledge that we do have Commissioner Rogers in the audience, right behind you. She's here today.

COMMISSIONER ROGERS: Good morning.

UNIDENTIFIED SPEAKERS: Good morning.

MS. CASSINI: Thank you for being here.

MR. MCDONALD: Good morning.

UNIDENTIFIED SPEAKERS: Good morning.

MR. MCDONALD: I'll try not to bore you.

CHAIR COOLMAN: You never do.

MR. MCDONALD: I normally stand in between you and lunch or something like that. So I've got Nichole -- you guys know Nichole, that time I couldn't come and she did all the wonderful work.

But let me say this, because my presentations are normally short, and I certainly entertain questions, but keep in mind, you get the full spreadsheet. I know Gretchen sends out our entire report.

And in that spreadsheet, it gives you all of the data via the program,

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municipalities, and the cities, all of the goals reviewed, all of the commitments that are actually given. And remember, I told you in the beginning, there's a difference between goal and commitment, because your program is designed to get 30 percent small business utilization, but the commitment is what ends up coming back to us, based on the bid that hit the street.

And just as a small wink wink, that 30 percent, as you'll see in some of the slides, are normally 31, 33, 35. So they're committing to even more.

And another bottom line that you will see in your larger spreadsheet, of the completed projects, 77 percent of all of those exceeded the goal as well as the commitment.

So that means at some point, your primes, our primes are working with the small, and they're not only completing, they're exceeding.

And I get to say it that way because when I'm meeting with them one-on-one, I do get to go backwards and remind some of them, you pushed back on me when I said 30. You messed around and hit 47.

So I'm not going to call anyone out, but if you follow me on social media -- and the owner of the company actually had to call and laugh with me, he saw the video where I congratulated him on a 30 percent goal where he achieved 47.

UNIDENTIFIED SPEAKER: Wow.

MR. MCDONALD: I didn't make him do that. Somehow, he ended up using more small businesses than what he anticipated.

And that, I think, at the end of the day, was a part of your purpose and intent when understanding small business utilization, when taking a look at setting goals, trying to derive economic impact, and knowing that it was still going to take time or over time in terms of growing capacity for us to get there.

So I'm just simply saying, you're starting to see it. And before Nichole gets started, the last thing I'll say is that four of the five years -- really for the four years of us actually rolling us projects -- and I know some of you have heard in meetings, we haven't rolled out as an overall County in all the cities, as many of you would love to see.

But for the projects that we have rolled out, if we just averaged the existing goal and if we just averaged the existing commitment, and if we would just only average out the existing revenue for the projects -- and keep in mind, you haven't even gotten to your larger projects -- but if we just average what you're currently doing, right now, this day, for the remaining 25 years, that anticipated commitment in terms of economic impact for your small business, when we originally told you we were anticipating 1.6 billion, it's actually showing that you would do over 2,000,000,000.

And that's just with your 30.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. MCDONALD: And that's not even counting the fact that some of your primes are also local.

See, but I don't add their numbers to the 30.

So I'm just simply saying, when you see the larger spreadsheet -- and that can be your homework for me. If you go home and you look at it a little bit more and you've got some questions, send them in so I can certainly respond.

But I will certainly come back to your quarterly meeting, and I'll drill down on anything that you see.

But, again, we normally just come in and give you the update, Nichole's slide.

And I think the first slide is really one --

MS. FRANCIS: Video.

MR. MCDONALD: -- a -- a video of activities that have taken place over the last quarter.

(Video plays.)

MR. MCDONALD: I'm going to cut you short.

(Laughter.)

MR. MCDONALD: Next time, we'll go without the music.

So another point as we go into this slide, and I'll do this one slowly,

you heard me a year and a half ago, so I get to do it politely again in this quarterly meeting.

So we sent out communication out, we're at the beginning of a new calendar year, to all of our cities, reminding them that we'll be scheduling our workshops with them as groups, but they also can reach out to us one-on-one for any additional training, because we know that folks do move around. Some get promoted, some leave, the whole nine yards.

So we want to make sure that everybody's actually aware of what the opportunities are. And we put that out because we had a very successful session last year when about six of the cities came in with the County agencies and we presented to an audience of about 150 of our small businesses upcoming projects.

So that's one of the ways that we try to get ahead of the curve. Can we take some of the projects that are already approved by you guys, some of the projects that are already approved by the County, projects that cities are now going to go back, whether it's design or construction, and plan how to eventually put them on the street.

Before that happens, can we actually bring those cities in along with the County agencies and share that with the small business community so that they can begin to prepare.

Some of those projects, they can go after as primes. Other projects,

they now get to start as a sub and find some likely primes to start building

their teams before a bid hits the street.

So we're going to be doing those sessions. So if any of our

municipalities are listening, you've already seen Nichole's email. I will say

with a smile I've only received one response back. One response.

So feel free to hit me this month and give us a response so we can set

you up for the group training as well as the one-on-one training.

For this slide that you're looking at here, CBE projects reviewed. So

keep reviewed in mind, because it's underlined for a purpose.

To date, 91 projects for the County, 123 projects for the municipalities.

For the projects reviewed, if they find their way all the way to the street

to construction onward through fruition, you would see that there is a

financial opportunity of over -- what's that --

UNIDENTIFIED SPEAKER: Six hundred.

MR. MCDONALD: -- 664,000,000 and then 140,000,000 for

municipalities.

For those projects reviewed, you would see what the actual goals are

for the projects that were actually reviewed, averaging 29 percent County, 32

percent municipality.

And remember, now, that's for the projects reviewed with a goal.

By the time it hits the street, the bids come back, you get through your

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negotiation, that number can change.

And that's the difference between a goal and a commitment. At the end of the day, they all commit to what they're going to do with small business.

But, overall, this is the beginning of what I'm saying the larger number. If all of those projects with those goals actually come to fruition at the end of the day, that's the ideal about your 343,000,000 that's available.

So this is what we try to break down every quarter, based on projects that we have reviewed.

But what we also give you in your express -- express -- your Excel sheet, which is also the next slide, for the projects awarded.

So at the end of the day, we go through the process -- Gretchen and them know the process much better than I -- and we review on the front end, cities reach out to us on the front end, based on the review and based on the status of the goal.

They get back with us eventually for a project that came in post-bid to mention that someone who looked at it as a goal is now making a commitment.

Then the city might make an award.

So for projects awarded, you'll see for up to October 20, 2023, those would be our numbers.

Ninety-two CBEs used for all the projects that were actually awarded. But you see you had about 34 for the County, 44 for the municipalities, and those were the total amounts awarded.

So we always take a look at the review, then we take a look -- I'm sorry, Chair.

CHAIR COOLMAN: Yeah, so you're not worried that the previous slide that was lower than these will come up as we go through?

MR. MCDONALD: Not -- not worried at all.

CHAIR COOLMAN: Okay.

MR. MCDONALD: I'm not worried. I -- I (inaudible) trends, it's actually what the process is. I mean --

CHAIR COOLMAN: So that --

MR. MCDONALD: -- (inaudible) --

CHAIR COOLMAN: -- trend that we see is typical.

MR. MCDONALD: Yeah.

CHAIR COOLMAN: Okay. Thank you.

MR. MCDONALD: And another reason why -- and that's a good point you made, Chair -- is because, recognize, we're reviewing projects as such. All projects don't get goals, as we know. And we also review based on what we have in house. We don't fluff.

If I can't put a 30 on it, I don't put a 30 on it.

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But even when you saw the one that was 29, that's perfectly fine, because there's definitely going to be half to two-thirds of those, when they hit the street, the commitment that comes back is larger than the 29.

That's just the reality of when I'm looking at it, what I have in my directory, who we have available, and we establish the goal.

So even though your program is the 30 percent, if I don't have the capacity based on certain industries or disciplines when a project comes through, that goal might start at 24.

But it doesn't mean when the bids come back in it's 24. It really could have been that 29, that 32, or 34.

So we have no concern, based on that previous.

So from that slide, just wanted to remind you, this is how we then take the numbers across the board -- I'm sorry -- for awards.

Vice Chair.

MS. PENNANT-WALLACE: So I'm -- I'm curious. I see 92 CBEs awarded, but I'm kind of curious about -- and maybe you're coming up to it. I didn't see it in here -- what the demographic breakout of it is.

MR. MCDONALD: Yes. You should have that in that big, cute package of yours.

MS. PENNANT-WALLACE: Okay.

MR. MCDONALD: You know, I'm -- I'm -- I'm time sensitive, so I can

give you a thousand slides.

MS. CASSINI: It's in your tab.

MR. MCDONALD: Definitely in your tab. Definitely.

MS. PENNANT-WALLACE: Thank you. I was --

MR. MCDONALD: I even have a friend --

MS. PENNANT-WALLACE: -- (inaudible) --

MR. MCDONALD: -- in the room who asked me that nine months

ago. Absolutely. For her community.

UNIDENTIFIED SPEAKER: Only one (inaudible).

MR. MCDONALD: Okay. Next slide. So I'm going to show you --

well, do I want to show them that quick video?

So, congratulations BCT. Cam's (Phonetic) in the room.

BCT had a beyond successful industry day. I mean, seriously,

seriously, with no fluff, packed room, businesses, industries in the rail outside

of this state who came to hear what the County's looking to do in light rail.

We know we've got the overall PREMO that's rolling out, but they did a light

rail industry day.

And it was a long day, and I'm happy to say that they definitely had at

least 70, 75 percent of their crowd who stayed from the beginning to the tour

and even as allowed by BCT we did a meet and greet at the end so the big

boys could also meet the small businesses.

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So it was a great day. BCT did a great job. That's what this slide was really about.

We even had some testimonials. We wanted to talk to people. You -- you can show that. It's real short.

(Video plays.)

MS. FRANCIS: Can I get your name and what company you're with?

UNIDENTIFIED SPEAKER: Sure. (Inaudible.)

MS. FRANCIS: Oh, awesome. What did you think about our event here, the meet and greet?

UNIDENTIFIED SPEAKER: It was (inaudible). It was my first one. I really enjoyed (inaudible), my company, learning about (inaudible), and seeing the future of Broward and the present. So that was fantastic. And I really enjoyed the tour. I -- I'm really excited with what's going to happen here in Broward County.

So thank you.

MS. FRANCIS: Yay.

(Video ends.)

MR. MCDONALD: Of course, that was Nichole's voice, not mine.

(Laughter.)

MR. MCDONALD: Next slide.

UNIDENTIFIED SPEAKERS: (Inaudible.)

(Video plays.)

MS. FRANCIS: Could I get your name --

(Video ends.)

UNIDENTIFIED SPEAKER: Oh.

MR. MCDONALD: Okay. Because with that -- that said, but, seriously, as I said in the beginning, your spreadsheet that you have have all of the specific details for all of the projects to date, County and city.

It even has the industry breakout, which I was asked a -- a year and a half ago about what's the most popular industries.

We do have the demographics on all of our small businesses.

And we're screaming into social media the idea that our primes -- I get to say it openly, because I'm ten years old with the County and I have a day program called OESBD, this is the second program, called surtax, MAP Broward, but even the core who normally would push back, they're meeting their commitment.

Small businesses are working. They're actually getting paid. You get to count the dollar that stays in the County.

We get to really pay attention to direct, indirect, and induced activity from one single contract.

So with that being said, we're just simply trying to say that what you're doing, what we're allowed to do -- certainly, like we try to do the trainings --

we can always improve. That's why we're trying to get more connectivity with our agencies as well as our cities.

And anything that we can do to better the program, certainly looking into it.

And with that, I'll entertain questions, Mr. Chair.

MR. FRAZIER: I won't touch the mic.

Sandy, first I'd like to thank you for what you've achieved.

A lot of people may not know what goes into a program like this, but I've been involved in programs like this since the 1980s. And you have done a tremendous job.

They don't know the push-back that you get, the indirect push-back, from both sides. So I commend you on that.

So I'm going to give you a new name. You are the man.

(Laughter.)

MR. MCDONALD: Thank you, Mr. Frazier.

MR. FRAZIER: I think you've an excellent --

MR. MCDONALD: I don't know about that, but thank you.

MR. FRAZIER: Yeah, you've done an excellent job.

MR. MCDONALD: I appreciate that.

MR. FRAZIER: Because you have to coordinate all kinds of entities, governmental entities, employees, departments, small businesses that

complain every day that they can't get anything, big guys that said I don't

want you because you can't perform.

This is a unique accomplishment on your part.

I just want this committee to understand the job that this man has. It's

not easy.

MR. MCDONALD: Thank you.

MS. PENNANT-WALLACE: He's a rock star at it.

CHAIR COOLMAN: Go ahead.

UNIDENTIFIED SPEAKERS: (Inaudible.)

MR. DONMEZ: Also I want to commend you and thank you, you

know, for everything you do and -- and also sharing this impressive

information here with us.

Do you have full time equivalent jobs that are created as a result of

these projects?

MR. MCDONALD: Actually, we do.

MR. DONMEZ: You do?

MR. MCDONALD: Yeah. And if it's not in your package, but it should

be --

MS. PENNANT-WALLACE: It is.

MR. MCDONALD: -- it's a part of the full time that come not only

during construction, but, based on the activity of the discipline --

MR. DONMEZ: Yeah.

MR. MCDONALD: -- afterward. That's the part about, as you will certainly know, that direct, indirect, and induced.

From these contracts we may do for a specific project, then there's dollars that's going to be spent for supplies and materials to complete the project.

And then, from that same project, there's a company who's provided a service, they're going to get paid to provide the dollars for their employees.

That employee is then going to go home and pay that mortgage, go to the grocery store, go to the gas station.

But then the larger footprint is, as this project is completed with those numbers, what did we just build and create that has continuing jobs.

The Lauderhill Transportation Center that they did two years ago or so, that was one of the first economic impacts we rolled out. We explained everything that might happen on the front end. We watched the project when it was actually occurring.

Now that that facility is up and running, we now have the permanent full time jobs that explains what that continuing economic impact would be.

MR. DONMEZ: And that's the multiplier impact (inaudible) --

MR. MCDONALD: Yes, sir. Yes, sir.

MR. DONMEZ: Thank you.

MS. CASSINI: In your packet -- but for those who might not have the packet, I just wanted to put on the record that right now, just for awarded projects that are surtax related, 1,676.

MR. MCDONALD: Jobs.

MS. CASSINI: Jobs.

MR. MCDONALD: Jobs.

Thank you, Mr. Chair. Don't want to hold you up.

CHAIR COOLMAN: Well, anyone else have anything?

I don't know what to say. No one -- you're just great. Thank you.

(Applause.)

MR. MCDONALD: Thank you, sir.

UNIDENTIFIED SPEAKERS: (Inaudible.)

REGULAR AGENDA

1   MOTION TO APPROVE MINUTES OF THE AUGUST 18, 2023

OVERSIGHT BOARD MEETING

CHAIR COOLMAN: With that, we're going to move into action items. We're finished with presentations.

So now we really have to be careful what we do, right?

Gretchen, I have a question. We're going to approve the motion after the presentation of these? Is that -- rather than before?

MS. CASSINI: I'm sorry, could you --

CHAIR COOLMAN: The -- the motion -- well, let's -- let's take the next action item, which is the minutes, correct?

MS. CASSINI: Yes, it is.

CHAIR COOLMAN: Before I ask for a motion to approve, I have a correction.

On page 35, Gretchen, I mis-spoke, I guess is the best way to put it.

On the overall project budget for this, I guess bypass, was $2,000,000,000. That right? And I said the surtax was 400,000 when it should have been 400,000,000.

So the -- the verbatim minutes were so correct, the printed the 400 -- the 400,000 rather than what should have been 400,000,000, because I mis-spoke.

So if that gets corrected, I will entertain a motion for approval.

MS. CASSINI: And, Mr. Chair, just so we don't have another correction that we have to do, that's not for the bypass road. That was for the two Broward County Aviation Department requests. That's for the automated people mover and the Intermodal Center.

CHAIR COOLMAN: So I mis-spoke --

MS. CASSINI: (Inaudible) the total --

CHAIR COOLMAN: -- again.

MS. CASSINI: -- the total for those two projects is the almost

2,000,000,000. The amount that was being requested from the surtax in fiscal year 2024 was approximately 400,000,000.

CHAIR COOLMAN: Okay. And that's a $2,000,000,000 expenditure, right? (Inaudible) --

MS. CASSINI: That's all in. So, yeah, that's (inaudible) --

CHAIR COOLMAN: County --

MS. CASSINI: -- funding sources.

CHAIR COOLMAN: -- that's coming out of the County's money, being spent in Fort Lauderdale, right?

MS. CASSINI: No. Because the County money is the surtax funding.

CHAIR COOLMAN: No, no, I understand. But, still, it's going into the County column.

Well, at the end of the meeting, I'm going -- I -- I'll clarify that.

MS. CASSINI: Okay.

CHAIR COOLMAN: Anyone else have any additions, changes?

I will entertain a motion for approval of the minutes.

MR. FRAZIER: So move, Mr. Chairman, with the necessary corrections.

MS. PENNANT-WALLACE: I'll second.

CHAIR COOLMAN: Ron and Anthea, okay?

All in favor?

Anyone opposed?

Thank you.

VOTE PASSES UNANIMOUSLY.

2   MOTION TO NOTE FOR THE RECORD FY 2024 ADDITIONAL

SURTAX EXPENDITURES OF 9.2 MILLION DOLLARS FROM THE

SURTAX ROAD EXPANSION FUND FOR PORT BYPASS ROAD

CHAIR COOLMAN: Item -- Action Item Number 2, motion to note for

the record port bypass road expenditures.

MS. CASSINI: And Mr. Hui's going to be coming up to talk about this

item.

MR. HUI: Okay. (Inaudible.)

MS. CASSINI: It's -- it's here.

MR. HUI: It's here. Okay.

MS. CASSINI: Yes.

MR. HUI: Good morning, Mr. Chair, Ms. Vice Chair, members of the

board. Tony Hui again.

I want to come here and talk to you briefly about our bypass road

project. If you recall -- (inaudible).

MS. CASSINI: It's on now.

MR. HUI: Oh, okay. Okay. So if you recall, we talked about this

project back in August. It's one of our most exciting and high-profile surtax

projects that we have.

Excuse me.

The bypass road project, you may recall, is tied into -- excuse me.

MS. CASSINI: Do you need some water? Tony? You want some water?

MR. HUI: No. I'm good, thanks.

MS. CASSINI: Okay.

MR. HUI: I think I'm good.

MS. CASSINI: Let me know.

MR. HUI: So it's -- and I want to give you a brief -- I want to give you a brief update of it, and then also to note for the record that additional money from the surtax will be required as part of the project.

We -- the video is -- is --

MS. CASSINI: It's after this.

MR. HUI: Okay.

MS. CASSINI: (Inaudible.)

MR. HUI: It -- should we show the video?

CHAIR COOLMAN: Sure. You can click on it.

(Video plays.)

UNIDENTIFIED SPEAKER: This video features project --

(Video pauses.)

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MR. HUI: What -- what I just want to --

(Video plays.)

UNIDENTIFIED SPEAKER: -- Broward County Board of County --

(Video pauses.)

MR. HUI: Let me stop that for a second.

I just want to remind the -- or just bring back to refresh our memory of

the project and just lay it out exactly what it is, because of the -- of the item

that is facing you.

So this is the video that we have on the project.

(Video plays.)

UNIDENTIFIED SPEAKER: -- with funding assistance from the

Florida Department of Transportation, the Broward County Highway

Construction and Engineering Division, plans to construct a bypass roadway

(inaudible) popular local destinations.

The project is located in the heart of Broward County and extends

from the intersection of US-1 and State Road 84 to the intersection of

Eisenhower Boulevard and Southeast 20th Street.

The bypass road project (inaudible) major component of a (inaudible)

to (inaudible) congestion (inaudible) provides a direct connection and

alternative route between the intersection of State Road 84 and US-1 and the

Greater Fort Lauderdale Broward County Convention Center and

headquarters hotel, Port Everglades Terminals 2 and 4, the Southeast 17th (inaudible) businesses (inaudible).

The intersection of US-1 and State Road 84 is currently being enhanced to improve travel times and connectivity to and from the port bypass road.

Additionally, Eisenhower Boulevard is being widened to improve travel times and connectivity between the port bypass road and Southeast 17th Street.

An adaptive traffic control system is being installed along US-1 (inaudible) to north of Broward Boulevard. The (inaudible) of adaptive traffic control system will be installed along Southeast 17th Street from US-1 to Holiday Drive.

Both adaptive traffic control system projects will enable signal timing along these corridors to be adjusted based on real time traffic conditions in the area.

(Inaudible) of (inaudible) along the Southeast 17th Street and the US-1 corridors while improving connectivity between major highways and arterials from and to local businesses, the beaches, Port Everglades, and the Convention Center.

(Inaudible) and State Road 84 improvements project enhances the intersection's capacity, reduces travel times through the intersection, and

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9:30 A.M.
nc/MM

improves connectivity for the port bypass road to and from US-1 and State Road 84.

(Inaudible) bypass project begins just east of the intersection of US-1 and (inaudible).

Roadway users traveling eastbound will be able to access Port Everglades through a new security checkpoint or, alternatively, access the port bypass road connecting directly to Southeast 17th Street and the Convention Center.

The port bypass bridge will (inaudible) at-grade roundabout that provides full access to all the fuel farms and all other port tenants.

The projects improvements have been designed with consideration of the cargo and tanker truck traffic volumes that use all of the port's roadways.

(Inaudible) secured right of way and separated by barrier and fence, provides a direct connection to the Convention Center and Port Everglades Terminals 2 and 4.

This roadway eliminates the need for motorists to pass through the port security checkpoints.

(Inaudible) service road that connects to the roundabout will be constructed to the north and --

(Video ends.)

MS. CASSINI: It's okay. You can stop it.

MR. HUI: Yeah. Okay. Sorry about the video. But I think it presented just a bit, and that's the video that you have previously seen before.

Thank you. I wouldn't have been able to do that.

MS. CASSINI: And then you can (inaudible).

MR. HUI: Okay. So when we last spoke, we were just finished with the design of the project. We were about to start on the procurement phase of the project.

Where we're at now, I'm happy to report, everything's moving right on schedule.

We went out to bid. We got very good bids coming back for the project. We actually got four bids for the project.

The low bid is 47.8 million dollars. It is higher than what we anticipated as part of the engineering design. There's a couple reasons for that.

The -- the market conditions continue to be a factor in the entire industry, in general. And this project does have -- it -- it's a -- it's a complex project, complicated project, working in a -- an area that involved contaminating -- contamination that you're going to have to deal with and so forth.

But we actually are very happy with the bids that we've got. I think that those were really solid, and the number of competition that we had was

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very positive.

So we're, you know, very happy with it.

Additional money will be required. It's about 9.2 million dollars. 6.3 of it due to the difference between what we originally estimated and the bid that we got.

And one of the interesting things that we've added to this is is that the -- this project, the -- is tied into the County's Convention Center hotel. The bypass road must be substantially completed, which means that it must be open to traffic, before the final completion -- excuse me -- the final Certificate of Occupancy of the hotel.

So it's very critical that this project be constructed on time and be absolutely functional and -- and -- and functioning the way we want.

So we included a $2,000,000 incentive bonus for 30-day early finish. And -- and the dates are all tied into the hotel opening and receive -- the dates of receiving guests and so forth.

And what we will -- what we will do is is actually a graduated incentive. If they meet the full 30 days, they get $2,000,000. If they meet 29 -- if they make it 29 days ahead of time, they get a little less, and so forth and so forth, until it goes down to zero. So it's a graduated rate.

CHAIR COOLMAN: Tony, what happens if they miss the deadline?

MR. HUI: I'm sorry?

CHAIR COOLMAN: What's the penalty if they miss the deadline? Do we give them the incentive --

MR. HUI: Right. There's -- there's a disincentive portion to it. If they missed it and they don't -- if they just meet date, they get zero, just the balance.

Now, if they start going past it, there's a disincentive. They start to owe us money as they go forward.

So -- so there's an incentive, disincentive portion to this.

CHAIR COOLMAN: What's the -- what -- is the penalty equal to the incentive?

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

CHAIR COOLMAN: So basically they can lose $2,000,000.

MR. HUI: Yeah. Uh-huh. Yeah. Uh-huh. They -- they can -- it's entirely balanced. If they meet it, you know, 30 days ahead of time, they get 2,000,000. If they missed it by, let's say, 30 days, they lose 2,000,000. And then after that they go into the damages. So -- so we --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HUI: -- it -- everything is tied into making sure that the project's done on time.

This approach has been used by FDOT. We have used it before. It's not often, for obvious reasons, but, you know, it's -- it's -- it's something that,

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you know, we want to make sure that it -- this -- this doesn't affect the hotel operation.

So -- and it's just -- it's an additional amount of money that we want to include to make up for five percent contingency that we typically --

CHAIR COOLMAN: I --

MR. HUI: -- need.

CHAIR COOLMAN: -- don't quite understand. I know we have a contingency fund. Are we saying that we're taking this .9 million from the contingency fund?

MR. HUI: No. What -- what -- what I meant -- and apologize for this -- is that we need an additional .9 million to make up a five percent contingency.

CHAIR COOLMAN: Oh, the five --

MR. HUI: Does that make sense?

CHAIR COOLMAN: -- contingency --

MR. HUI: Yeah.

CHAIR COOLMAN: -- that's in the contract.

MR. HUI: So -- so we need this five percent contingent --

CHAIR COOLMAN: Okay. Then another question is --

MR. HUI: Sure.

CHAIR COOLMAN: -- we have, I think, a contingency in the overall

surtax program budget, right?

MS. CASSINI: Only from municipalities.

I think you're referring, Mr. Chair, to the contingency budget line that is associated with municipal projects.

But for the County projects, they have specific levels of contingency for those surtax-funded contracts, which is what I think Mr. Hui --

CHAIR COOLMAN: Okay.

MS. CASSINI: -- is speaking to right now.

CHAIR COOLMAN: Thank you.

MR. HUI: Where we're at at this point is that everything on the bid is going longer. It's very common. They've -- what we plan to do is there's some final documents that have to be satisfied and so forth. We're planning to notice the -- the award and the first Notice to Proceed sometime this month, towards the end of this month.

That puts us right on schedule. That puts us -- if everything just line up perfectly.

And what it will be is is that we -- and we expect the construction to go smoothly -- is is that -- difficult, but smooth -- is is that we expect the road to be open to traffic in November of 2025, right in time prior to the final completion of the hotel.

CHAIR COOLMAN: Any questions of Tony? Erdal?

MR. DONMEZ: I think Phil has before me.

MR. ALLEN: Thank you.

This project is -- over the last couple of meetings, we have had major discussions relative to the volume of projects that are in the process -- various stages over the next five years surrounding the port and the airport and that whole corridor over there.

Well over $2,000,000,000 being proposed to be spent on multiple rail projects, bypass road.

I mean -- and this board had taken the position that we needed to assure a level of coordination of these projects to ensure that, you know, we don't get caught in a situation where one project is being held up and that's affecting another project.

So although the budget is in the -- it was in the five-year program that we approved, this is just a note for the record of a change in the budget for this particular project.

I had asked a series of questions that the responses of staff are attached, but I -- it -- I've reviewed that. Is this more for our records to say that, yes, we did look at this, that we have these continuing concerns about coordination of projects, particularly in a limited geographic region of that whole area.

And with that, I would just note for the record, or do you need an

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approval motion to do that to move forward.

MR. KLITSBERG: No.

MR. ALLEN: Since we've already authorized the project as meeting the requirements of the surtax ordinance, this is just a ministerial, I guess, item to -- so that we are aware of the cost increase on the project and that we have looked at that and our concerns have been met.

So, with that (inaudible).

MR. KLITSBERG: It's informational.

MR. DONMEZ: The question I have, additional 9.2 million dollars is being asked, you know, from the surtax. 6.3 million is due to, you know, higher bid amount, and about a million dollars to make up the five percent contingency, and $2,000,000 for incentive bonus, and also the rationale, you know, behind it.

What happens if they don't meet that deadline? Is that $2,000,000 coming back to surtax?

MR. HUI: Yeah. Uh-huh. If -- if they don't achieve that bonus --

MR. DONMEZ: Uh-huh.

MR. HUI: -- then it will be --

UNIDENTIFIED SPEAKER: Coming back.

MR. HUI: -- it -- it's -- it's very --

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HUI: -- it would return to the project.

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. HUI: It will be available in the surtax for other uses.

MR. DONMEZ: Okay. So if -- but it will come back to the surtax for our, you know, further approval for whatever, you know, we might be doing with it.

MR. HUI: Right. Uh-huh. And -- and the same for the contingency amount. If we don't spend all of the contingency in the project, you know, the -- the -- as part of the project, that will also return to -- you know, we'll -- we'll return the funding.

MR. DONMEZ: Thank you.

MR. HUI: Sure.

CHAIR COOLMAN: It returns here, but not to this board, okay?

(Laughter.)

CHAIR COOLMAN: Gretchen, I'm questioning, are we -- this is the motion that we are voting on, correct? Or we don't have to vote? We don't have to do anything?

MR. KLITSBERG: It is -- it is purely --

CHAIR COOLMAN: You're just making us aware of it.

MR. KLITSBERG: -- it is purely informational and notation for the record.

CHAIR COOLMAN: Okay. I think -- thank you, Tony.

MR. HUI: Thank you.

MS. PENNANT-WALLACE: Thanks.

UNIDENTIFIED SPEAKER: (Inaudible.)

3   MOTION TO NOTE FOR THE RECORD CORRECTION OF

SCRIVENER'S ERROR IN THE FIVE-YEAR PLAN RELATING TO

CONSTRUCTION FUNDING OF PROJECT HOLL-056; AND

AUTHORIZING STAFF TO RECORD THE CORRECTED FIVE-YEAR

PLAN IN THE PUBLIC RECORDS OF BROWARD COUNTY

CHAIR COOLMAN: Motion to the -- motion to note for the record,

Number 3, the correction of the scrivener's error in the five-year plan relating

to construction funding of City of Hollywood project HOLL-056.

MS. CASSINI: Thank you, Mr. Chair.

This is a motion -- and, again, another ministerial action. We are just

simply trying to ensure that we have on the record that there was an error in

the municipal five-year plan that was presented to the board on August 18th

as part of our regular budget process that we do on an annual basis with you

all.

Hollywood 056 was programmed to receive $733,333 in fiscal year

2026.

As part of our interlocal agreement with the municipalities that

participate in the program, those 29 cities, they do have the ability to request funding be brought forward in the five-year plan.

So as part of the development of the '24 through '28 five-year plan, the City of Hollywood did contact my staff and ask that the $733,333 for construction of 056 move into the fiscal year 2024 budget.

The MPO, under the Surtax Services contract with the County, does what's called a readiness review. We've talked to you about that previously.

They assessed the project's readiness for construction. At the time of that assessment, they were looking at 60 percent plans. And those 60 percent plans had an opinion of probable cost on the project of over 1.8 million dollars.

So when the transmittal came back from the MPO staff, it included the opinion of probable cost. And that opinion of probable cost was transposed into the five-year plan in 2024 instead of the amount of the surtax funding that had been requested by the city.

We were able to catch it relatively quickly. The city knew that it was an error.

But just in an abundance of caution and for transparency and accountability, we wanted to make sure that this was on the record here.

So it has been corrected, and the 733,333 is available to the city in the current fiscal year.

CHAIR COOLMAN: Any questions?

Thank you.

MS. CASSINI: Thank you.

4   MOTION TO APPROVE THE CITY OF MARGATE'S REQUEST TO CONVERT $24,000 IN RECOMMENDED FY 2020 FUNDING FROM THE DESIGN PHASE TO THE CONSTRUCTION PHASE FOR PROJECT NUMBER MARG-033, A PEDESTRIAN BRIDGE CONNECTING FROM WINFIELD BOULEVARD TO THE EASTERNMOST PORTION OF FIREFIGHTERS PARK

CHAIR COOLMAN: Number 4, motion --

MS. CASSINI: This is an actual action item. It does require your approval.

I did want to invite a representative from the City of Margate to come forward and present this conversion request to you.

And if you could please provide your name for the reporter and for the record when you start.

MR. TAMAREZ: Will do.

MS. CASSINI: Thank you.

MR. TAMAREZ: Good morning, Vice. Good morning, Chair. Good morning, members of the board and everyone in the audience. I'm Franklyn Tamarez, and I'm here to talk for the City of Margate.

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So initially we received 24,000 that was given for the Winfield pedestrian bridge. And that 24,000 was allotted for design.

Design has been completed already, so the request is to transfer that 24,000 into the actual construction of the bridge itself.

So the intent, Winfield -- and if you picture Winfield and State Road 7, right, it's a high traffic area. And the intent is to remove the pedestrian traffic off of State Road 7 and give a more safe approach from Winfield to the green area across there.

So that's what we have is a request for the 24,000, again, to be used for the actual construction instead of the design, because the design is complete.

MS. CASSINI: You funded the design, correct?

MR. TAMAREZ: Correct.

MS. CASSINI: Go ahead.

CHAIR COOLMAN: So we're --

MS. PENNANT-WALLACE: We're getting a credit.

CHAIR COOLMAN: Well --

UNIDENTIFIED SPEAKER: Yippee.

CHAIR COOLMAN: -- that's why I'm wondering.

MS. CASSINI: I think the mic might be off again, Mr. Chair. Just check.

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CHAIR COOLMAN: You want to say something?

MS. PENNANT-WALLACE: No, I was just saying that's great that we are -- that money's coming back to us. That's -- no --

CHAIR COOLMAN: No, no. I --

MS. PENNANT-WALLACE: -- no --

CHAIR COOLMAN: -- that's what I say, I don't think so.

MS. PENNANT-WALLACE: That's what it sounded like. So you want to convert it to go into construction.

MR. TAMAREZ: Correct.

MS. PENNANT-WALLACE: So isn't there some cost saving benefits that's coming from that?

So if you're putting 24,000 and the construction was previously budgeted for, is there any savings coming back? None?

CHAIR COOLMAN: I think --

MS. PENNANT-WALLACE: Why is that?

CHAIR COOLMAN: -- they are increasing the construction budget, right? By 24,000. The -- it sounds like the city advanced the money to keep things going, and we're simply paying for it now where we could have -- we should have paid for it before anyway, I mean, in theory.

MS. PENNANT-WALLACE: Okay.

CHAIR COOLMAN: It's -- it's what everyone else is getting, right? In -

- am I wrong?

MS. PENNANT-WALLACE: Yeah, I think we need some clarification. I -- I'm a little --

MS. CASSINI: Certainly. It's fine.

So under the second amendment, cities can request to convert from one phase to another.

As you know, in Cycle 1, there were many municipal capital projects that were recommended in either a planning or a design phase.

In this particular case, they were recommended to receive design funding in the amount of $24,000 for this bridge.

MS. PENNANT-WALLACE: (Inaudible.)

MS. CASSINI: They went ahead and spent their own money to design the project, and how they have the right to come forward and ask you all if they can take that $24,000 and put it into the construction amount, which is budgeted in fiscal year 2026 in the amount of $176,000, so that they have the -- a full $200,000 of surtax funding to go towards the construction of the bridge.

Does that clarify that for you, Vice Chair?

MS. PENNANT-WALLACE: Yes, it does. It does. So we never, ever assign any dollars for construction before, or just --

MS. CASSINI: No, we never did.

MS. PENNANT-WALLACE: Okay.

MS. CASSINI: It's programmed.

MS. PENNANT-WALLACE: So it's just really shifting -- okay. I got it.

Thank you. Sorry for being so slow.

MS. CASSINI: It's okay.

CHAIR COOLMAN: So does this require a motion to approve?

MR. KLITSBERG: It does.

UNIDENTIFIED SPEAKER: Yes.

MS. CASSINI: Yes.

MS. PENNANT-WALLACE: Yes.

CHAIR COOLMAN: And who is going to read that?

UNIDENTIFIED SPEAKER: (Inaudible.)

MR. KLITSBERG: I'll be happy to read it, Mr. Chair.

So item -- Item 5 is a motion to approve the City of Margate's request

to convert $24,000 (inaudible) --

CHAIR COOLMAN: I think it's Item 4.

MR. KLITSBERG: -- Item Number 5 is a motion to approve the City of

Margate's request to convert $24,000 of recommended FY 2020 funding for

the design phase to the construction phase for Project Number MARG-033, a

pedestrian bridge connecting from Winfield Boulevard to the easternmost

portion of Firefighters Park.

CHAIR COOLMAN: I believe that's Item 4 on our Regular -- on our agenda.

MR. KLITSBERG: I'm sorry. Item 4.

CHAIR COOLMAN: Any other comments?

All in --

MR. DONMEZ: I move it.

MS. PENNANT-WALLACE: I'd like to second it.

CHAIR COOLMAN: All in favor?

UNIDENTIFIED SPEAKER: Thank you.

MR. TAMAREZ: Thank you.

CHAIR COOLMAN: Any opposed?

Congratulations.

UNIDENTIFIED SPEAKERS: (Inaudible.)

VOTE PASSES UNANIMOUSLY.

NON-AGENDA

CHAIR COOLMAN: Gretchen, we're ready to move into Non-Agenda items and reminders, correct?

MS. CASSINI: That's correct.

CHAIR COOLMAN: I don't know whether to say something now or the Chair's Report, but I have a -- a question about the hundred-and some projects from the first tranche. You know, some of those were -- when --

when will we get an update on that? Are all those cleaned up, or are there still some out there?

MS. CASSINI: We're going to -- we are going to be bringing you a final update in May, but I'm going to turn this over to Mr. Klitsberg to kind of talk through what his team is working on right now with respect to Cycle 1.

MR. KLITSBERG: Thank you, Gretchen.

So as I've mentioned in various briefings and conversations individually with some of the members that I had an opportunity to speak with before today, our goal on -- on the legal team part of the program, is to be coming back to you in May with what I would consider a final report regarding the Cycle 1 projects.

The -- and it is our hope that the only thing after Cycle 1 -- or, excuse me, after May that you will be hearing about regarding Cycle 1 is projects that are under agreement, that are funded, that are going to be completed.

There are challenges associated with that. There are a number of municipal projects where the cities have not provided information to even get to the point of being under agreement, and we are limited in terms of our ability to move those projects from a pending list to a cancelled or withdrawn list under the strictures of the second amendment.

There is at least one other project which was complete -- completed with non-surtax funds for which there is no ability to obtain reimbursement.

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Yet that city has chosen not to withdraw that project.

Again, we have some limitations in terms of our ability, as -- under -- under the program to cancel it.

It's all being wrapped up in what will eventually be discussions relating to an inevitable third amendment to the ILA, which is going to be a comprehensive re-envisioning of the relationship between the County and the cities.

And that's going to be part of the discussions that are going to be ongoing over the next couple of months with the city attorneys and with the cities regarding these.

There's a not insignificant number of projects. Still trying to get exactly nailed down which ones are not moving forward because the cities have not given the information to -- to be able to get under agreement and be able to have a project that is ready to move into whatever phase it is.

And I -- I really -- at the moment, I can't -- I'm not in a position to be able to provide you additional details. I'm more than happy, as this process moves along over the next couple of months, to have individual conversations with any or all of you regarding the status of these things, so that when we get to our next meeting, it is not a surprise when you get the agenda in advance regarding what the status of these things are.

CHAIR COOLMAN: Thank you.

I would love to have some one-on-ones with you, because this has been a thorn in this board's side for years, for the new people. And I'm glad to see we're moving forward with it.

Thank you.

MR. KLITSBERG: I'm happy to meet with you as frequently as you'd like, Mr. Chair.

CHAIR COOLMAN: There are a couple other items I've been asked to talk about.

I want to remind everyone that the August 9th Oversight Board meeting has not been changed.

Remember, you got a request for when you could, and it got pulled back. So there's -- we're still having that meeting on August 9th.

And we're supposed to return our expired badges, which I thought I had a new one. This one expires 1/10 of '24. I guess it's a new one but it's not.

And sign memo to Roy before leaving today. There's a memo in our packet that we need to sign before we leave.

Then we are doing some things after lunch that aren't necessarily on this agenda.

We also have Chair Reports, Member Reports, General Counsel Report, and Board Coordinator Reports to do.

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MS. CASSINI: I have -- I will go last (inaudible) anybody else has anything.

CHAIR COOLMAN: Pardon?

MS. CASSINI: I do have a report, but if anyone else has any reports or of the General Counsel would like to do any --

CHAIR'S REPORT

CHAIR COOLMAN: I have asked Gretchen to provide me with a list of -- an updated list of expenditures per city and expenditures for County so -- so we can understand how much money is going to the different cities and how much of the County money is going -- being spent, also.

And the reason I did this, I had -- I had heard some of my City Commissioners in Fort Lauderdale say how little Fort Lauderdale was receiving in surtax dollars when, in fact, they did rank last as far as their requests, they rank first as far as how much surtax dollars the County is spending in a city.

And I personally would like -- will meet with the individual Commissioners to make sure that they understand that I believe this -- that city -- and if you have cities you represent, you might want to take a look at it, too.

So I have asked for that, and I -- obviously, when I do get it, it will be available for any and all the board; is that correct, Gretchen?

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I -- did I say that right?

MS. CASSINI: You did.

CHAIR COOLMAN: Okay. So that was -- that's my report or information.

MEMBERS' REPORTS

CHAIR COOLMAN: Other members have anything they'd like to add?

Mr. Allen.

MR. ALLEN: Just a couple of comments. First off, you know, this -- the surtax fund at -- at our origination and staff came forward with a recommendation to make improvements to this particular facility to house the overall Mobility Advancement Program.

We're still working on trying to get through a lot of -- some bugs as it relates to the usefulness of this facility, particularly with the use of microphones and computers and so forth.

And I would hope the staff would encourage building maintenance or whoever is -- is responsible for maintaining this building to bring it up to snuff as it relates to our needs for public input and -- and on going forward with meetings.

Secondly, the financial statements of the County and management report, can we expect to have them for our April meeting? Is that the plan? Do you know?

MS. CASSINI: Our next meeting is actually May 10th. And we definitely distribute the audit and the financial reports to you when they are completed. And then they will also be an -- an item, just a discussion item, in -- on your May 10th meeting agenda.

MR. ALLEN: Okay.

MS. CASSINI: And if I could just address the first comment, because I -- the building -- our Construction Management Division and our Facilities Management Division have been amazing in supporting the build-out and renovation of this space.

The issue is simply that the audio/visual equipment for this space to allow us to live web stream, for you to have individual wireless mics at each of your areas, for us to actually have the monitors and televisions that will allow the Oversight Board members and the audience to be able to see what's happening in real time have to be installed as a separate -- separately.

We are under contract. The vendor has been selected. The -- so the process is underway.

We're hoping that by your August meeting, everything in the space has been completely outfitted to allow -- from a technological standpoint to allow both you and members of the public to participate in a meaningful way, both in person and virtually.

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So -- and I apologize for the technical issues that we have, and that we'll probably have in May, as well.

GENERAL COUNSEL REPORT

CHAIR COOLMAN: General Counsel, do you have anything?

MR. KLITSBERG: Nothing beyond what I -- I've said previously.

Again, I'm very happy to be here and look forward to working with all of you.

BOARD COORDINATOR'S REPORT

MS. PENNANT-WALLACE: So, Gretchen, like I don't like sitting with my back to --

MS. CASSINI: You won't.

MS. PENNANT-WALLACE: -- so I just wanted to know, are we going to change that?

MS. CASSINI: Of course. Yes.

As I mentioned to you, the -- when we were here for your retreat, the actual set up for the Oversight Board is a -- kind of a straight line with just a little tiny view at each end so that you'll be facing out. And you'll have monitors up on each of those columns.

But for the moment, based on the fact that we're kind of cobbling together borrowed technology from our partners at the Office of Public Communications and ETS, which is our IT agency, this is the best possible

structure for the moment.

The permanent structure will be different, and it will allow you to look out as we discussed.

That was the design that you all approved way back in 2020, so.

MS. PENNANT-WALLACE: Thank you.

MS. CASSINI: Of course.

CHAIR COOLMAN: You -- you say you have a report?

MS. CASSINI: I just have one quick announcement.

Your colleague who was unable to be here today, Mr. Hooper, the former Chair, is being recognized by the MPO on March 28th as their visionary, Regional Visionary of the Year.

And if any of you are interested in attending that event, I'll be happy to share that -- that link with you.

CHAIR COOLMAN: I have a question. Our next meeting is set for May 10th, but in the backup, there's a -- it talks about a backup date for the April meeting, right?

MS. CASSINI: It -- we -- you had asked during your retreat if there was a need for us to meet before May, should we go ahead and have kind of a placeholder if there are any action items.

Right now, I'm not anticipating that there will be any need for us to meet sooner than May 10th, but if you'd like, Mr. Chair, we can certainly

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spend some time looking at April.

CHAIR COOLMAN: This -- this is a placeholder in April that we just have in place if we needed it, right? probably not, but -- so our next meeting is May 10th.

MS. CASSINI: Our next meeting is May 10th.

CHAIR COOLMAN: 9:30 a.m. here?

MS. CASSINI: 9:30 a.m. here.

CHAIR COOLMAN: Our new reconfigured room or no?

MS. CASSINI: No. I don't want to -- I want to keep your -- I want to manage your expectations, because, as I mentioned, it's going to take at least a couple months for all of the equipment and so forth.

So we still have some supply chain issues when it comes to technology. And so once everything is in, then it'll take a couple weeks for it to install, and we'll have to do some testing.

But I'm -- I'm going to promise you, by August, it will be done. But not by May 10th.

ADJOURN

CHAIR COOLMAN: Does anyone have anything else they'd like to say?

If not, I guess I'll entertain a motion to adjourn.

MR. FRAZIER: So moved.

CHAIR COOLMAN: Mr. Frazer.

Second?

MR. SMITH: Second.

UNIDENTIFIED SPEAKER: (Inaudible.)

CHAIR COOLMAN: (Inaudible.)

All in favor?

Anybody opposed?

We're adjourned and ready for lunch.

(The meeting concluded at 11:51 a.m.)