

MEETING

INDEPENDENT TRANSPORTATION SURTAX OVERSIGHT BOARD

August 19, 2021

MEMBERS PRESENT:

Phil Allen, Retired, Finance

Deborah Madden, Environmental Sciences, Florida Energy Policy Attorney,

Southern Alliance for Clean Energy

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

Ronald Frazier, Architecture

Alan Hooper, Chair, Engineering/Construction Management, General

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

Dr. Consuelo Kelley, Resident Consumer of Public Transportation

Allyson C. Love, Former City or County Manager, Assistant City Manager,

City of Delray Beach

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

Pollack Brant Advisors and Accountants, via Zoom

MEMBERS ABSENT:

Anthea Pennant, District Director of the Broward College Office of Supplier

Relations and Diversity

ALSO PRESENT:

Angela Wallace, Surtax General Counsel

Gretchen Cassini, Board Coordinator

Audrey Thompson, Administrative Support Specialist

Tashauna Williams, Public Information Specialist

Laura Rogers, County Auditor's Office

Chris Walton, Director, Broward County Transportation Department

Tony Hui, Deputy Director, Broward County Public Works

Sandy McDonald, Director of the Broward County Office of Economic and

Small Business Development

Althea Lewis, Surtax Program Management Office

Neil Lyn, Mobility and Innovations Team Supervisor

Margaret Dalley-Johns, Finance Manager, MAP

Nichole Kalil, Public Information Officer

Tim Garling, Deputy Director, Broward County Transportation Department

Lina Silva, Program Project Coordinator, MAP Administration

Nichole Francis, Small Business Development Specialist

Gavin Rynard, Esq. Broward County Attorney's Office

Savika Junor, Community Relations and Outreach Specialist, Surtax (via

Zoom)

Josette Severyn, Senior Mobility Planner, MAP Admin

Ming-Tang Li, Mobility Planning Section, Innovation Team Unit, MAP

Devona Reynolds Perez, Assistant County Attorney

Anh Ton, Director, Broward County Highway Bridge Maintenance

Mike Jorgensen, AV Program Manager, Broward County Government

Johnny Caldera, The Laws Group

A meeting of the Independent Transportation Surtax Oversight Board, Broward County, Florida, was held at 115 South Andrews Avenue, Room 430, Fort Lauderdale, Florida at 9:30 a.m., Thursday, August 19, 2021.

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

CALL TO ORDER - CHAIR HOOPER

MR. HOOPER: -- Transportation Oversight Board. Do we have to take a roll call or -- is there roll being kept? Do you want to take the roll call?

ROLL CALL - TASHAUNA WILLIAMS

MS. WILLIAMS: Shea Smith. Ronald Frazier.

MR. SMITH: I'm here. This is Shea. Good morning.

MS. WILLIAMS: Good morning.

Ronald Frazier.

Alan Hooper.

MR. HOOPER: Here.

MS. WILLIAMS: Debbie Madden.

MS. MADDEN: Here.

MS. WILLIAMS: Phil Allen.

MR. ALLEN: Here.

MS. WILLIAMS: Allyson Love.

MS. LOVE: Here.

MS. WILLIAMS: Douglas Coolman.

MR. COOLMAN: Here.

MS. WILLIAMS: Dr. Consuelo Kelley.

DR. KELLY: Here.

MS. WILLIAMS: And Anthea Pennant I already know is out.

MR. HOOPER: Thank you. Welcome everybody. One note, please if you're going to speak, the recorder does better if your mask is pulled down. It's hard to record it. And for those of you online, if you are going to speak, please indicate who you are and who you represent. Thank you.

Gretchen, do you want me to --

MS. CASSINI: I'm sorry, we're having some technical difficulties.

MR. HOOPER: Okay.

MS. CASSINI: We need to see if we can get the remote.

MR. HOOPER: Okay.

MS. CASSINI: To cooperate.

MR. HOOPER: All right. Well again, it's a workshop so let's just do whatever it is we got to do.

MS. CASSINI: Just a reminder -- is it working now?

MS. WALLACE: Yeah.

MS. CASSINI: Is this working? Oh, yeah.

MR. HOOPER: Did you watch the thing yesterday? -- on the community part.

(Video / Audio malfunction)

PUBLIC PARTICIPATION

MR. HOOPER: Okay, all right. Let's move on, talked about Public Participation and let's start with our Agenda.

PRESENTATIONS

I - FY 2021 MAP BROWARD ACCOMPLISHMENTS TO DATE

MR. HOOPER: Broward Accomplishments to Date. Yeah, you're up man.

MS. CASSINI: Hold on one second.

MR. HOOPER: Sure, sure.

MS. CASSINI: Let me just get three of the background slides, please.

MR. HOOPER: Go for it. I'm going to let you go now, okay. Sorry about that.

MS. CASSINI: Thank you, Mr. -- no, please. Thank you. Just a little bit of background for anybody who might be watching that hasn't been involved in the program from the outset. So, the Transportation Surtax is authorized under Florida Statute for Charter County. And our referendum passed back in 2018. We got our first revenue in March of 2019, from the state. This is a budget workshop for the Oversight Board. In advance of budget workshop that occurs with the County Commission Budget Preparation.

Just for those -- those that are going to be watching the budget workshop, you're going to see it broken up into components. You'll see Transit, you'll see Public Works, Municipal Projects, and then you'll also see both capital and operations and maintenance.

We have five main goals, and those goals are connectivity, improving transit service, traffic system management, enhancing multimodal options, and ensuring economic development and benefits.

The foundational elements of the program are transparency, accountability, and resiliency.

We're trying to, at your request, put together our annual report with accomplishments for the year, and, of course, program life to date, aligning to those five main goals as much as possible.

And the same thing with our three foundational elements.

The annual report is being prepared right now for the Oversight Board. It's one of the things that you're required to do under the ordinance on an annual basis, and it should be prepared for your review in November, at the retreat.

At this time, I'd like to turn it over to Mr. Chris Walton, Director of Transportation.

1 - BROWARD COUNTY TRANSIT

MR. WALTON: Good morning, Mr. Chair, and members of the board.

I'm going to walk you through the major accomplishments of the Transportation Department over the last year.

We've got about seven or eight listed, and, you know, you can -- you can -- you can see the list on the screen.

[No audio.]

MR. WALTON: -- come back and they sit and they charge in the afternoon. We've tested them and we're looking forward to inquiring two of those to actually start that transition as well.

MS. ALLEN: Question.

MR. HOOPER: Chris?

MR. WALTON: Yes?

MR. HOOPER: Do you mind if the board members ask you questions as you go along?

MR. WALTON: I'll prefer it actually. I'll prefer it.

MR. HOOPER: Okay, so if you guys want to chime in whenever you feel.

MR. ALLEN: First off, can you remove your mask? Is that permitted?

MR. WALTON: Thank you.

MR. ALLEN: With these things up here I get claustrophobic. How long with a charge, how long is it useful -- mileage or hours for an electric bus?

MR. WALTON: Typically, for a full charge, it takes about four to four and a half hours.

MR. ALLEN: With the charge?

MR. WALTON: With the charge overnight.

MR. ALLEN: How about then, running time?

MR. WALTON: Running time, it really depends on the duty cycling. If the bus is fully loaded and running air conditioning all the time, which we encourage them to do, we anticipate that we'll get some place in the neighborhood of 250 to 275 miles.

That's why -- you know, these are ideal for some routes. But, for the longer routes, that's why we're building the infrastructures to charge on the route. So the places where the bus stops for 10 minutes for driver layover, they charge it and pick up another hour of service.

MR. HOOPER: Doug, did you have --

MR. COOLMAN: Yes. Am I correct in assuming that those numbers in parenthesis that have either federal behind them or FDOT, those are dollars that we're getting from those entities, independent of the surtax dollars?

MR. WALTON: Yes and I should mention, when I go through these projects, you'll notice that many of them will have much more federal capital and some will have actually no surtax dollars on the capital side because many of these projects actually started long before the surtax was ever boarded on.

So we had to actually pull on federal dollars and local dollars to get these. But, some of them do have some capital from the surtax, but it's

important to note that all of them, from an operating perspective will be using surtax dollars.

So we buy them with federal, and state, and local capital, some surtax. But from an operating perspective, to keep them running everyday, surtax will be used to fund the operating.

MR. COOLMAN: Now that we have the surtax, in the future we'll still be able to buy them with federal dollars?

MR. WALTON: Yes.

MR. COOLMAN: And I assume we're keeping track of this -- this growth to our surtax? Thank you.

MR. WALTON: Okay, and --

MS. LOVE: I have a question.

MR. WALTON: Sorry?

MS. LOVE: Some more knowledge, based on the charge, so you said -- can you -- I'm referring to the charge. So, does the charge have to go down to zero or you can just charge any time, it doesn't matter how much the charge is, it will put it back fully charged and there's no impact?

MR. WALTON: Actually, the manufactures recommendation is that you never charge below 10 percent. Operationally, I don't want us to get below 20 percent. So, before it gets to that point it would have reached the end of the line where it could recharge, so that we will never get down that

low.

We've actually -- we brought a consultant in to actually do a study of all of our routes and find out -- looking at the charging cycles and the running times -- what would be the most appropriate places to put this route and the charging, based on the amount of time the bus would have to charge at its layovers. So I guess the concern is, our primary concern, is seeing the charge --

MR. COOLMAN: Question regarding that. For charging -- at the 10 percent level?

MR. WALTON: I'm sorry, I didn't hear you.

MR. COOLMAN: Will that avoid the warning, the manufactures recommendations, at 10 percent, if we're charging at 15, 20, or 25, will that avoid that warning?

MR. WALTON: No, it won't. And depending on the success of these buses and we fully anticipate that they will be successful because we've actually tested them in our environment here and running all testing. We are planning, in the coming year, to add 30 additional electric buses to our fleet.

MR. COOLMAN: One other question. We were told, way back, that they would be improving the batteries in these buses overtime, so you'll have a longer distance, is that still the case?

MR. WALTON: That is exactly the case. That's been the issues with

electric buses, the range that you get is fully dependent -- on any type of electric bus, it's fully dependent on the battery. Charging the battery. These batteries have 660 kilowatts to charge.

Typically, and these are the first of the 660 kilowatt batteries in the industry. When we started this process with this company the largest that they were selling at the time was 460. So we're seeing more improvement in the battery technology. And that's really where the range is.

MR. COOLMAN: Thank you.

MR. HOOPER: Sorry, now I have a question.

MR. WALTON: Sure.

MR. HOOPER: So, if we're starting to get more efficient with electric buses, do we have any place where we might do something circular or linear with electric? It will almost be like a people mover, almost like what the Wave was in the day. Because I know that they were complaining about efficiency and technology, and that there wasn't a battery that could work with something like that? And you don't have to go too deep into it.

MR. WALTON: No, no. If I understand your question. The battery technology, and there's different types of battery technology available, for the industry.

MS. CASSINI: Can I ask that whoever's participating by virtually, please mute your line. We can -- and definitely don't put us on hold. Thank

you.

MR. WALTON: Our long term strategy is for the entire fleet to become electric. So any circulators or any street lights, any route, will all have electric technology. But we're also looking at rail.

And probably in the next year or so we'll be making some -- we'll be bringing proposals to you to fund design and construction of light rail. We're looking at those technologies now and the issues that you speak of was primarily the overhead catenary wires that -- that this is mostly like your technology.

There are technologies being performed or being used in Europe right now that use batteries. It's called supercapacitors where they store a lot of energy and they sell a lot of energy.

They charge it every stop. And do that without the overhead catenary. There is the underground third rail where we've actually looked at vehicles that -- from inductive charging. Vehicles only -- track is charged only where the vehicle is over it.

So as it's moving down the corridor it's only charged where the vehicle is. So it's safe to walk across. And there's other heights in technology that are non catenary.

They're all running in Europe now. We are -- yeah, we have buy America concerns, but you know it will be great if we can bring some of that

technology here. And we're talking to some of the North America companies now, so that maybe by the time that we're ready to implement our Light Rail technology, that technology could be used here.

Our bus shelters. Our commitment was to build 150 bus shelters in the first -- well actually the last year, we missed the previous year. And the surtax plan calls for 75 every additional year.

So we're actually moving quite well. We've built -- actually we've installed 120. We got 44 under construction and we got 20 pending. Those are the shelters.

When we say infrastructure, you're talking about the bus stop paths or where there may not be ridership or the right-a-way to build a shelter, or there might be where we need to build a sidewalk or a curb-cut so there's clear path to the bus stop.

So we've got 36 bus stops in -- have been installed. We're actually looking at some of the routes that we have planned in the surtax plan and we're starting to build those bus shelters now for future routes. And 88 of those are in design.

The West Broward Intermodal Transit Center is -- we've had a long negotiation with sign and properties from the owners of Sawgrass Mills Mall and the City of Sunrise. And we are -- if you remember the last time we met we actually funded the purchase of this property at 9.25 million dollars, surtax

funds.

We've submitted to the city preliminary designs. They seem to like them. We are negotiating the final details with the Sawgrass Mills Mall people and we're really down to one issue.

So if we can get that one issue resolved we will hope to close on the property in the next 45 business days.

MR. HOOPER: Do you mind just telling us what that issue is?

MR. WALTON: Sure. I guess, if not -- we'll yeah, I'll tell you. With -- when that 10 point acre parcel actually was initially scheduled to have a 400 room hotel on it. So, whoever buys the property gets the rights to that hotel.

We are foregoing that right to Sawgrass Mills for them allowing us to build this transit station. And those have been the negotiation issues. But that is the deal with one issue. The city has to have, you know, their say in terms of developing process, but we think we've got it all resolved. But all the other issues have been addressed.

MR. HOOPER: Glad it's not price.

MR. WALTON: No, no, no, that was actually --

MR. HOOPER: In the front end?

MR. WALTON: Yeah.

MR. HOOPER: Okay.

MR. WALTON: That was the easiest part.

MR. ALLEN: Mr. Chairman, question. I think we talked about this earlier, the -- to close on that property, all the rights necessary for us to operate it as a transit facility will be embodied in that purchase so that any issues that Sunrise or neighboring property, they have relative that development that the bid or the closing on the property will be contingent involving all those bundled into the purchase price?

MR. WALTON: Well, I don't know if it's bundled into the purchase price but Angie, maybe you want to weigh in on the special relations with the city that has been challenging the ordinance.

MS. WALLACE: Well we are working with the City of Sunrise. And the City of Sunrise is supportive of this particular project. So we have to comply with the zoning requirements of the city, and they're involved. And there also is an agreement and restrictions that run with all of those properties.

In their organization there are restrictions. And so we have to comply with the restrictions that are outlined in that agreement. That Sawgrass governing document. So we are working through all of those to ensure complying and approvals --

MR. ALLEN: I just want to make sure that we are not -- in 10 years, we're not holding parcel that we cannot develop for what we had it developed for.

MS. WALLACE: Understood. We are working through all of those processes and I know Mr. Walton mentioned the charter amendment.

So, if you all may recall, in 2020, November of 2020, the voters approved a charter amendment that would authorize the county to enact an ordinance that governs zoning for property that are funded surtax. The group of municipalities, six of them, sued to challenge it. The lower court ruled in the counties favor.

A motion for summary judgment and that ruling was appealed and that's still pending. But once all that is resolved, we can deal, we can enact an ordinance based upon that charter amendment that allows the county to set the zoning for transportation surtax funded projects and inquire properties.

We have to seek input and hear the concerns of the municipalities and address those to the extent that we can, but to the extent that we can't work it out, ultimately, the process will involve the county of commission ultimately approving or whatever --

MR. ALLEN: So, again, before we close on this property, --

MS. WALLACE: Yes.

MR. ALLEN: -- that lawsuit would have been resolved?

MS. WALLACE: Well the lawsuit -- as long as -- because this is located in the City of Sunrise, as long as the City of Sunrise approves -- we

receive the approval from the City of Sunrise the lawsuit doesn't impact us.

MR. ALLEN: Okay.

MR. COOLMAN: You said, the hotel was going to -- what did you mean by, revert to city, they could go to somewhere else?

MR. WALTON: They can go to Sawgrass Mills property owners. Yeah. We give them the right to build the hotel --

MR. COOLMAN: Somewhere else?

MR. WALTON: -- however they feel.

MR. COOLMAN: Somewhere else?

MR. WALTON: Right.

MR. COOLMAN: Okay.

MR. WALTON: And then you see the elements of the preliminary design. You also approved a study for us. And what this is really in our experience, high capacity. We're looking at all of our high, highly travelled, corridors.

Basically, what we are doing is checking out the corridors that pre-COVID has activity that carried over a million passengers and we are -- what the consultants will do is then based on the ridership and the plans over the area which is environmental issues.

We're actually separating that into two categories. The first category being what corridor should be rail and the second will be what category

should be bus ridership. They will then rank those, from top to bottom, and then we will choose what the top rank bus rider transit corridor, top rate, rail segment.

And it will have -- this will contemplate the -- at this point we will -- design build or some method of design and construction for the rail as well as the BIT. BIT will go faster, a lot less involved. So we'll do that first, but we're moving along in this project right now.

After the public involvement and the involvement is now looking at the condition. Looking at land ownership that we had right away available. Looking at some of the previous plans as well as the -- make a recommendation. Park and Ride project that county funded. Federal funded with some county dollars.

It's about a 500 space park and ride in the City of Miramar. We currently operate our express services out of two locations in the City of Miramar. That service, pre-COVID, had become so popular, the fact that we would -- and working with the City of Miramar, they actually gave us this land.

It will build 500 spaces, but we're still going to have to maintain a second location in the City of Miramar if the ridership comes up to the place that it will. And that's scheduled to open next summer.

Lauderhill Transit Center has been a project that has been a long time coming. We opened up June 23rd. Pre-COVID we served about 8,000

passengers a day. Second largest transit center in the county after our downtown terminal. It has been a great addition to the community and has been very successful.

In addition we also worked with the public health and we opened up to provide vaccination and just as you implied, the collaboration with transit and health department we vaccinated well over 1,000 people.

We've also ordered 30 new Gillig 40-foot buses. The anticipated arrival January 2022. They're actually going to be later than that, there's some changes in the industry. Everybody has been hit with -- those have been paid with federal dollars. And replacing our initial articulated buses that were bought in 2006. So we plan to buy 15 new flyer articulated buses. Again, we had anticipated delivery for December of this year.

Let me give it back to Public Works. There you go, give it to Mr. Hui.

2 - BROWARD COUNTY PUBLIC WORKS

MR. HUI: Good morning, Mr. Chair, Mr. Vice Chair, members of the board. Tony Hui, Public Works Department.

I'm happy to report that we've also had a lot of activities on the public side portion of the surtax program. Over the past year, happy to report, there has been 12 projects that have been completed so far. All within their allotted budget that we had discussed previously. This is a listing of the 12 projects that we have completed.

Two of them, right off the top, as an example, Fiber Optics project, we wanted to make sure that our Fiber Optics program gets out on a fast start because it provides the infrastructure for future technologies that overlay.

So we're happy to see that two of them have been completed. And they also started building, in terms of the Western leg of the county, where we don't have a lot of fiber at the moment. So, it's a good sign.

A Mast Arm Conversion project. Bike Lane project. One of the bridge rehab projects is also being completed. A drainage project is being completed. Five school zone projects have been completed. And just a point of notice on that, we discussed this previously, when we go into do our school zones, typically they're much smaller projects, lower cost projects.

Also when we go into it, we don't know exactly what improvements, if any, needs to be done. So we do study in the first part to determine what kind of improvements are needed.

The two asterisk projects there, Z05 and Z07, based on the studies, we determined that no safety improvements are necessary. So we reported those results, got in contact with the school administrators, so they're aware of the results, no work needs to be done.

The projects are completed from surtax standpoint. But the other three, physical improvements, install upgraded flashers and proper signage and that type of thing. All brought up to standard. So five school zones have

been completed.

Also, the last one, the adaptive control evaluation study has been completed and we're actually really pleased about the results of the study. It gives us guidelines in terms of our adaptive signal control projects and it confirmed that what we originally anticipate to build are the right places to place traffic signal control.

It made recommendations on -- that some of the limits should be adjusted to make it work better. It recommended additional project that would also make -- that also meets all the criteria.

And then they also went out and evaluated, physically went on the field, and evaluated our equipment. You know, what needs to be replaced. What needs to -- what can remain in place. And if there's any additional equipment that's necessary to make it better, they also made those recommendations.

So we're very happy with the results of this study and we've also been able to incorporate the results of these studies into the projects that we're currently working on. And then also some of the projects we're going to be discussing this afternoon. So very happy with that.

So these are the projects that have been completed. Again, we're very happy with that. At the same time, we're currently working on 74 active projects right at the moment. 18 -- excuse me, 19 of these projects are in the

pre-design planning phases. We're defining the scope, negotiating contracts, and all the type of pre-planning activities.

So 37 of them are in the design phase at the moment. Out of that 37, eight of them are nearing completion. When I said, nearing completion, it means that they're at 90 percent or greater in terms of the design progress.

So those eight are going to be very quickly moving into the construction phase that we have coming up. And at the moment, 18 of them are in construction and hopefully next time -- this time next year, we'll be able to report a lot more progress in terms of the project nearing completed.

So we've been very busy. We've been working on a lot of these things. And we're very happy with the progress that we're making at this point.

Now our Public Works team, in addition to working our own county surtax project, we're also fully integrated with other county staff, the administration and the attorney's office, and so forth.

In terms of helping, review, and assist the city municipal projects. We assist the program management office to develop guidelines for them to meet surtax goals. We review the projects that they submit to make sure that they are fully in compliance, in terms of eligibility and so forth.

And then we also, in several cases, we also work directly with the cities to help them develop a scope of their municipal projects, so that it can

kind of be integrated in what we do and also be able to meet the contacts and goals and of the surtax program.

So those are some of the activities that we've been working on and again happy to have the opportunity to do that. And then, we've been busy, but we're excited to continue in progressing along with -- into our steps.

MR. HOOPER: Ronald and then Doug.

MR. FRAZIER: -- in-house --

MS. CASSINI: Mr. Frazier, I'm sorry. You're going to have to pull the mic down, there you go.

MR. FRAZIER: In-house engineering professions, are they in-house staff or outside consultants?

MR. HUI: We can -- we do both. Some of our projects are designed by in-house staff, but it's a small portion of it. Because of the volume of the projects, our in-house staff primarily manages the projects and we utilize consultants for design and all the construction and so forth.

MR. FRAZIER: Question then is, are the outside consultants, are they in compliance with small business goals?

MR. HUI: Yes, absolutely. And I think when Mr. McDonald discusses the progresses and so forth, he can sort of go into that in more detail. But, the short answer to that is, yeah, all of those consultants have those goals and they're in compliance with them.

MR. COOLMAN: Yes, Tony. I realize that we have 111 city projects. How many public work project are there? Just, I'm trying to get a --

MR. HUI: How many public work projects? Is that your question?

MR. COOLMAN: Yeah I noticed that we have 111 city projects, how many county, public works projects are there in the first five years that we're working on?

MR. HUI: Oh boy, I didn't count up the first five years, Mr. Coolman, but right at the moment we have 74 active, completed 12, next year we have 59, you know, that we'll be discussing this afternoon. I don't have the exact count of the --

MR. COOLMAN: Well -- I realize also that these public work projects, with the exception of the unincorporated, are still being done within cities, so it's not that it's county -- it's really -- but I'm just curious whether it's -- it looks like it's a few hundred versus 111 directly in the city.

MR. HUI: Yeah, I mean, first of all, you're absolutely right, I mean, all of our projects are within city, so all of them get benefits from that. I --

MR. COOLMAN: That's something that we can -- later date. I'm just curious.

MR. HUI: Yeah.

MR. COOLMAN: I was trying to get an idea of the volume between only public works at the county ability, we know that cities are trying to fight

for them.

MR. HUI: We could provide that number. Like I said, I just don't have it right off top of my head, on the whole volume approach.

MR. ALLEN: Tony, one issue that you're not taking credit for there, that the program provided distance -- get done was with all the discussion at the national level relative to declining infrastructure, problems with roads and the number of bridges, we had one, at least one case, where a project came out of the blue on a bridge rehab that was a critical need discovered, brought forth to this board, approved by the county commission and actually under construction. So I mean, that's kind of flexibility that the surtax has provided to get a critically conditioned bridge rehabbed and not closed.

MR. HUI: Yeah. And I think that's a really good point too. I mean, you know, obviously we discussed that issue last time. I also wanted to take this opportunity to point out that the whole issue with the bridges that FDOT identified in previous that need to be made sooner rather than later is that we've also, over the last couple of months, applied for a number of grants to try to secure additional sources of funding for the bridge program.

We applied for the Raise Grant, we applied for a grant with the Department of Economic Opportunity, we actually planning on to do, submit, another round of that at a later point in this year. So we're looking for different alternatives, funding sources. So, you know, not just some

supplement, you know what the surtax is able to do for us.

MR. HOOPER: Any questions? Thank you.

3 - OFFICE OF ECONOMIC AND SMALL BUSINESS

DEVELOPMENT

MR. MCDONALD: Good morning, Mr. Chair, Vice Chair, and all the board members. I'm going to give you some of the highlights of where we are with your Economic Development and the benefits of those opportunities.

Primarily focusing on your CBE, which you all know as your County Business Enterprise program. And to Mr., board member, Frazier's point, as we look at the reviews I'll take this part slowly. You can certainly read the chart.

I want to remind you that we're certainly reviewing, at this time, far more projects for the consideration of goals than what are rolling out. But there will come a day, I'm standing in front of you, and we have just as many projects rolling, as those that we're actually doing.

So the phase that hopefully we get to by this time next year actually, is that I'll still be, hopefully, giving you a robust number of projects reviewed and what the opportunities are for CBE's to participate. But I hope to be also telling you projects into the monitoring stage.

You want to get to a day, or we want to get to a day, that the hefty side of my slides are those MUR's where I can take the monthly utilization reports,

start showing you more of the projects in construction, who that PRIME is, who your small business is, how much they're actually getting paid, and that 30 percent, 35 or 40.

So we want to get to that day where you have more slides on MUR's, monthly utilization reports. But right now, you're still at the beginning.

And to Tony's point, you can see county-wise, we've currently reviewed 43 projects. Municipal-wise I've reviewed 70 projects. You don't have 70 municipal projects on the street. But from our perspective, we've already reviewed them.

So by the time they're done with our interlocal agreement, or by the time they're done with the contract review, by the time they go out for bid, by the time those bids come back in, by the time they make an award, then we'll start monitoring. But right now we're still primarily with your city at the review stage.

So this would be how we're doing our monthly and taking the overall look at paid to date. Now I will tell you that we do have an error.

So I want to say this correctly, in case he or she is watching, it is true that there is a communication and marketing services contract. With my first line with Adept. It is true that there is a contract with Adept.

However, what we have to do a better job of with all of our agencies, we understand sometimes there's multiple strings of funding, and again, they

may tell us that on the front end, but respectfully, I'm just interested in what are the surtax dollars and the goals.

So just using that first line example, I'll be changing that chart. Though we have that contract, it's only the 62.5 a year. 62,500 that I'm interested in. It's only the 62,500 via my goal, that I'm interested in, in ensuring that they get paid.

So that would be one of the examples that we would change. And again, I want you to meet, if you haven't met, Ms. Nichole Francis, she is the one in my office who works daily with the PRIME contractors, with the small businesses of the cities, as well as our county agencies when we do these projects.

So this too, as more projects hit the street, not just review, this number will begin to grow, as you can imagine. Much more. And we also have to remind you, Chris already alluded, not alluded, Chris already shared, like the electric bus procurement, where folks -- we don't have anyone that DOT has approved, and whether they're selling or manufacturing.

So you will always have larger numbers of dollars spent, but only the eligible projects for smalls business I'll be reporting on.

So today, in terms of an award, so you know when from my review, someone has done all the agreements with the MAP administration office. Some city has already took their solicitation.

They've already put it on the street. Bids came back. The city, independently, decided who they want to award to. They made those actual awards. They notified us of the awards.

And for the City of Davie you have two projects that are currently under construction, that we're monitoring. So much more on the county, but I have two city projects that we're monitoring. And that's that example.

The other part of the example, are projects that we monitor, in relationship with our MAP administration office, the external agency that they're working with they also report to us CBE participation. And that's what the bottom part of this slide also shows.

So here we go again, 15 awarded county projects, with total projected award amounts and based on that award amount, and how we established the goals, total projected CBE amounts.

So if each one of those 15 awarded county projects, based on us looking at the scope, based on us assigning a goal, if each one of those projects make it's way down the track, actually gets into the construction phase, actually starts working with PRIMEs or CBE's.

Or sometimes your CBE serving as the PRIME, which is a great thing, there is an anticipation for those projects alone of 22 million-plus actually being paid to CBE's.

Now what you asked me in our last meeting is to start showing more

about the industry. And so that's a good thing to do because it's also a part of our Get Certified campaign. By beginning to have a better understanding, as we make more awards, and we certainly need to make more awards, especially to get a better understanding from the cities.

By understanding the industries, this is what's going to help us to begin to even target more of small businesses in Broward County as well as outside of Broward County, to familiarize them with what some of the current activity opportunities are. As well as future.

So hopefully I can be within two years, two and a half, and I can make a grid off of the actual industries based on existing projects. But more importantly, similar to what Tony just shared, based on future projects if I know what those industries are.

It gives me an advance to go out and begin to work with apprenticeship programs, training programs, and to track other existing small businesses based on those industries. So by collecting the industry as a map it also begins to put us into a better position of knowing what areas, when folks ask that question, okay, this surtax gets 27 plus more years.

What area are you really looking for in terms of growing opportunity or where opportunity is there? That's what being able to track by industries is going to allow us to tell.

You also requested, the last time, that we do the same in terms of

getting a better understanding for the footprint of Broward County. So for firms, as awards are made, you wanted to know where those firms are actually located, Broward County as long as with its business communities, also putting a specific emphasis on trying to support those lower senses track districts in Broward. Not just with community development but economic development, we currently call that Prosperity Broward.

So we'll also making sure that we're targeting businesses in those communities as well. So we will continue to maintain this chart to always demonstrate based on the awards, based on our CBE's, where those businesses are in Broward County.

And again, the upside to encouraging our small businesses to participate. One of the things that we've been doing in the most recent workshops is reminding them. Not many of the projects that are rolling out, even the two that you saw from the city and some of those that are eligible from the county, are really not 10, 20, 30, and 40 million dollar projects.

Many are really under seven million. So we're trying to remind a lot of our CBE's, you don't just have to wait to work with a PRIME to get that 30 or 40 percent goal. Some of you have the capacity, across the board, to go after the project as a PRIME.

And this was an example of our CBE's who instead of simply saying, hey, I'll do the gold, let me go after this after PRIME. And was successful in

winning the actual contract.

So this we want to push more. And this actually in our newsletter about three weeks ago. We used this individual as the example how CBE's who are normally looked at as self-contractors can also be PRIME contractors on projects.

Community relations outreach is what we're trying to do the most of. It's why we're trying to get that message out and you'll see some few slides later that's working with our cities.

I do want to share with you our Livability Media guy did contact us earlier, last week, after these were already printed, and my August edition date was actually changed to October, but we're still going to use them to still get that message out. And again, we try to find different ways and different platforms to continue to do outreach. I am excited about the fact that our cities have really been stepping up.

We're looking to do another workshop with three to four more cities to begin to describe their future projects, those scopes and those opportunities, doing Get Certified campaigns with us.

And the upside of doing this, we're doing this before the bids hit the street. You know you can still do it once the bid hits the street, but what excites the business more is to know that they have a real opportunity. And have an opportunity to get certified prior to reviewing the bid.

That means also get to take advantage of all the workshops and getting all the information. So as we could continue to grow in terms of our events and activities, we're starting to schedule even more with the city.

We did start this in the beginning, if you remember, some of our workshops, we did all the originals coming out of 2019 and the beginning of 2020 with the county agencies. And we did that in terms of introducing those potential projects.

But we do believe some of the strengths closing out this calendar year and going into next year is still going to be doing these events with the individual cities, who eventually going to roll out the rest of those projects that we saw in one of the earlier slides.

And I think that's it. No questions? I thank you all.

MR. HOOPER: Thank you.

MR. MCDONALD: Oh, I'm sorry.

MR. HOOPER: Any questions? Okay, thank you.

4 - PROGRAM MANAGEMENT OFFICE

MS. LEWIS: Good morning, Mr. Chair, Mr. Vice Chair, Board Members. I'm Althea Lewis from the Surtax Program Management Office.

So this will be quite quick. So, the Program Management Office, the whole premise to establish and engine, if you will, to standardize how we manage projects, execution, and track performance. And also, importantly,

standardize how we report to you, to the administration, to the board of County Commissioners, on the progress of these. So the plan will be, we're going to start pushing status as opposed to just reacting. So we're going to push regularly.

So what we've done this past year is establish some guiding principles and key assumption with the municipalities, per the agreement and the premise of the surtax.

And I won't necessarily read through everything, but what we have reenforced is that when the municipalities get your approval to go ahead with projects and their funded the projects are theirs. The accountability is theirs.

The county is not a project manager, they are the project managers, we support that. The PMO and the new hire that we have the role of the PMO municipal liaison, we are there to get them across the finish line. To make sure the projects get done.

They of course, as you know, MAP administration has all the other functions, but the focus of this new role, get the municipal projects across the finish line, per their project plans.

So as I said, what the PMO, through this PMO liaison role, we're there to support them. Make sure that they have well establish project plan and we refer to the POR, which is the plan of record. Because we understand that the plan that they may submit at the time for your review and approval,

there's many a slip between the cup and the lip, right, so we understand that it may be months before they actually start.

But, what we need to track is the plan of record so that we're not being unfair. And one of the things that we established with them, we're not hold -- we will not hold the municipalities to standards that the county doesn't hold itself to. So we want consistency.

And in that regard I have to give major thanks to Mr. Walton, Mr. Tony, Mr. Hui, we're trying coordinate. Because the PMO also has oversight of the counties projects. So that's why we also need to have some consistency with the approach and everything above. Some other key things we have done, as I said, we've established the protocol, for how we will work with them.

The new role. And we started executing. It's a lean start right now because we promised the administrator we wouldn't staff up until the need was there. But she is 20 plus years in civil and very experienced and we've already had meetings with the cities up in Davie, Southwest Ranches, Weston.

And that includes not just reviewing these executed ILA's to focus on the expectations and the requirements from a PMO perspective. But also, I think with Davie, we have started with the MTP. Because for this role the MTP becomes the start your engine for the PMO oversight.

In progress, importantly, also working with consultants to come and assess our needs. Because we want to develop -- we want to implement a standardized project management platform. Again, to help with the standardization of how we manage projects and the standardization of the reporting on such projects.

And in addition, not listed here, but I think importantly we are working with the counties enterprise technology services team to expand the portal. The MAP portal.

To simplify, for the municipalities how they communicate, how they submit to the county for review. So we want to have a consolidated portal that has more function, trying to reduce the cycle time on the reviews and the whole ILA life cycle process.

I think that's what I have to share at this point. Any questions? Mr. Coolman?

MR. COOLMAN: I realize we're only in year three of 30. This is a new experience. But I also understand -- we're probably going to talk about it later, some of the cities are not giving the information they need to give in order to get the projects built.

My concern is, if it doesn't get built it just reflects badly on everyone, not to mention we don't have a comprehensive plan that's working. So this sounds wonderful and maybe we can talk about it later when we get into this

issue.

But I have concern that municipal projects are not moving fast enough. This is sounds like it should help them -- but am I missing something?

MS. LEWIS: I don't think you're missing anything. I think I would -- I hear two issues in that. And Ms. Wallace can speak to some of the issues about the, what I call the, step zeros.

The submission to this board for review. For consideration. And then, as I said, with this new municipal liaison role, I said the focus is we are partnering with them for success. We just need to get them across the finish line.

So once all of the approvals, the funding have been appropriated, our job is to help them get it right. One of the things that I have under the key principles there, the county cannot participate with the municipality in negotiations with their vendors, but if you know some of the counties, the municipalities, are not -- they don't have the full contingent of certain kinds of staff.

But if they wish they could request to the county, can you give us, you know, for guidance and counsel, how to prepare, what they should look for, what are the common pitfalls to look for and avoid in some of their contracts, for example, with their vendors.

We are not involved, but they could come and ask the county, how

would you approach this. Especially if they have limited or no experience in such areas. Because again, the focus is we are helping them to execute.

That's why we go over with them their plan of record after the NTP we have another discussion with them to say, okay start your engine this is what we expect. We have developed with them certain standardized milestones for design construction projects that we expect to see. To help them understand what are the key milestones. How to keep moving on these things.

But I'm sure Ms. Wallace will talk to you about the other aspects.

MR. COOLMAN: Do you think with this program just getting started we're at least moving in the right direction and maybe we won't be, in my opinion, the city will be so far behind, getting the paperwork in line in order to get the project built?

MS. WALLACE: That is our hope and we are working on it.

MR. COOLMAN: Okay.

MR. HOOPER: You know, the thing that I think is the question -- did you want to speak, Mr. Allen? Go ahead.

MR. ALLEN: We had a discussion last meeting relative to the nonperformance from the cities and the municipal projects. We got what, 111 projects or something like that, and this is telling us, at this point in time, there are nine projects where they've actually drawn down money to start the

projects.

I think this -- a year ago, this board approved the five year plan and the budget, etcetera. And again we are still a year into it and the money is not going out the door. I think I said this the last meeting that this is a matter of ownership that the municipal, the elected officials in those municipalities, I don't believe recognize the amount of money that their staff is setting on by not proceeding on a timely basis.

To get these -- the project documents to the county, to get approval, to start the project, to get the projects bid and to get them under way. I'm sure those elected officials, if they knew and paid attention to, and there are some mechanism to let them know, hey, city whatever you got \$10 million in the pipeline here that you're not spending.

I've -- you know, we've got to develop some method of giving them that sense of ownership. Maybe that is, we need to start publishing, maybe on a quarterly basis, a performance document city by city with the projects that have been authorized and approved and not moving forward. Send that around to all the elected officials on those very cities and let them know that there's money on the table that's not being spent to the benefit of the citizens of those communities. And the transportation improvements that will be entailed by the accomplishment of those projects.

You know, I -- we got in some discussion last week or last meeting

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about well we don't have a form or a budget report that shows that, that we can issue and send out to the city saying, you know this is what's going on in your city that you may not be aware of.

We need to develop some kind of a reporting mechanism and communication mechanism to get that information to those elected officials.

MR. HOOPER: Before you go, honestly, I think you have 31 -- 29 sub developers underneath the county. And some of them are going to be good at it, some of them are going to be bad at it, some of them are going to be in between. Some of them have never done anything like this before, which they shouldn't even be doing it if they have never done it before.

But at the end of the day what motivates people is a deadline. Where the money disappears after a certain amount of time. Otherwise we're going to be managing the administration of 29 of our municipalities. Some of them are going to be -- it looks like Davie has their act together, okay so some of them are going to be really good at it. I honestly agree with you and I just think we -- I don't think -- is there a deadline on these projects?

MS. WALLACE: So the second amendment to the Global Interlocal Agreement governs our relationship with the municipalities and these projects. There are 31 municipalities in Broward County and 29 of them participate in that interlocal agreement. And the County has committed a minimum of 10 percent of annual surtax revenue to municipal projects.

So, the agreement provides that, you know, we fund the projects and the only projects that have a timeline are the ones for which the construction phase funding has been allocated. Or the municipalities wanted the projects to be from FY21 to 2020, to be funded in order, each year, until that list runs out.

We are following that process required in the Interlocal Agreement, but the clock is ticking. The three year clock is ticking on these projects for which construction funding was allocated in 2020. So after three years, the County can cancel those projects if the construction has not started. The agreement does not allow the County to cancel the other projects.

The emphasis is on the municipalities to withdraw the projects if they are not interested -- if they're no longer interested in proceeding with the projects. The project is no longer feasible. We are aware of projects that are not feasible, but the municipalities have not withdrawn those projects. So we encourage them to do so.

Thus far, Mr. Allen, we have not communicated with the elected officials. There are municipal points of contact with each municipality. We interact with the municipal contact on the staff level.

The lawyers from my group interact with the lawyers in the preparation of the agreement and we know that the county administrator participates in the monthly Broward County, city, county managers association and they

meet monthly. And there are updates during those monthly meetings. We have not reached out and provided any written notice to the elected officials. But we hear you and if that's the will of this board then I guess we could have a discussion about that.

MR. HOOPER: Again, I think that if -- if there's 29 participants in a deal, for the most part, they want -- and there's money and projects, for the most part, they want to get the deal done.

Okay. If there are stragglers or people who are holding money hostage, there should be a meeting, I don't know -- I forget if the MPO manages this or not, but there should be a meeting of the 29 parties. And they should make an amendment of their own agreement that would say, if you don't move at a certain timeliness then the next city can come along and move in ahead of your position.

It's not really our job. And I just think it gets to -- there's 10 percent of all the money that's being invested in this community, 10 percent is going to that program. And if the cities don't use it, shame on them. In my opinion, and we have a facilitator, we're doing what we can, but it's really not on our side to renegotiate an agreement with the cities on how they're going to manage their own 10 percent.

On another note, just a side note, I have found in the construction industry right now, either because people are living the new normal or

whatever, there's less people out there in the industry to hire. I've got problems with labor. I've got problems with supervision.

And then as Mr. Walton pointed out, I've got supply chain issues. This is the industry that we're talking about. And projects that I have typically completed in 14 months are looking like 18 to 20 months and I am racking my head on the wall. I've got managers that cannot control.

Reliability has gone out the window. Okay. So that could be some of the reasons that could be a reason for some of these delays. Cities might want it to go forward, but they're having delays from a variety of, you know, resources. So just keep that in mind. I honestly think that the cities need to get their act together maybe by making them aware of what's going on, maybe having a meeting or inviting the MPO. I don't know. But we're just going to be hitting and beating our heads against the wall trying to get them -
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MR. ALLEN: I think the first step here is that we need to make the board of County Commissioners aware of our level of frustration and in the trans-- and I was going to bring this up tomorrow when we talk about the transition or the transmittal relative to our results of fighting over the workshop and the budget recommendation and projects for next year. That in that transmittal letter that we specifically tell the board we are concerned about the inactivity that is going on. Hopefully we will get some kind of

response, a -- you know, an angel on the board would take that under their wing to communicate on an elected official basis. We are not elected officials. Staff is not elected officials. Elected officials need to deal with elected officials.

MR. HOOPER: We are an independent surtax oversight board and we do have a voice.

MR. ALLEN: Yes, we do and that's the recommendation to report to those --

MR. HOOPER: Yeah.

MR. ALLEN: -- that we are making a recommendation as to the board of county commissioners.

MR. HOOPER: Yeah.

MR. ALLEN: To take that under their wings.

MR. HOOPER: Yup.

MS. MADDEN: Yeah, I agree. I think probably our voice -- okay, I'm sorry, I said, I agree I think it's important if we identify issues like that to go ahead and bring them to the attention -- one thing I was going to ask, I understand the constructions projects have a deadline. So the other kinds of projects, are they planning projects or -- okay, so these are -- okay.

MS. WALLACE: Planning and design. So there's some that have a planning phase, that are like study. There's one municipalities that wants to

study the ability to convert two-way roads that -- I won't say, well to one-way in each direction, right. So that is a planning study that has been requested.

The others are design. For the design of a particular project to develop the construction document to proceed to a construction bid. So those are the three different types of projects that have been approved and for which funding has been allocated.

But, now we -- the ones that are planning and design do not have a -- the County does not have the ability to cancel those projects. They have to be withdrawn by the municipalities. The County has a limited ability to cancel only construction projects after the funds have been allocated for three years and construction has not started.

MR. COOLMAN: The Interlocal Agreement so do talk and have a vague reference to performance.

MS. WALLACE: Correct.

MR. COOLMAN: And performances or criteria for new projects that come forth in future allocations. I would suggest that that vagueness and that using of that performance measurement is something that we could also, you know, recommend that they consider strengthening that requirement because while we can't cancel the project, we can, you know, perhaps, you know, determine how much money the board allocates to municipal projects which -- and what projects get approved.

MS. WALLACE: Right. So there's an annual review process by the MPO. So beginning in 2021, it's every year, well I guess, originally it was ever year, but now you're -- you're -- their application is only for one year. There were applications submitted in 2021, but, because we are going through the list that was approved in 2020 and all of those haven't -- the phases of all of those haven't been funded, and the ones that need to be withdrawn have not been withdrawn, nothing new was funded.

All right. And so there's frustration that's being expressed by the municipalities regarding not being approved for additional funding for additional projects in the 2021 application process.

There will be another application process in 2022 and, you know, the factors that can be considered in that process is do you have projects that were approved in 2020 that are in that bottleneck that are prohibiting other projects from moving forward.

And so part of the -- the evaluation can be if you haven't withdrawn them and you haven't moved them forward, no, you know, that's a factor in your -- the criteria for your -- in the evaluation criteria with regard to whether anybody's going to recommend you -- your -- your new projects for -- for new funding.

MR. COOLMAN: Well, that's the crux of this is this came up, we needed to fix it because it's -- it's frozen everything that's going next -- the

next year, the next year, the next year.

I think we need to do what we were talking about with the Commission. Someone said that you have a group of the city managers and County Manager working -- representatives talking together, right?

MS. WALLACE: Yes, there's a BCCMA meeting this afternoon.

MR. COOLMAN: Has this been brought to the city managers' attention?

MS. CASSINI: So, may I?

MR. COOLMAN: And, if so, why do we still have this problem?

MS. CASSINI: So -- so I -- I want to back up just a little bit to the time that it took to negotiate the second amendment to the global interlocal agreement.

The term sheet went in front of the County Commission in the summer. And you all came together, approved fiscal year '20 and fiscal year '21 for municipal projects pretty much back-to-back because of the pandemic and some other issues.

We lost our power, we had to -- so there was a long period between when these projects were approved and when that second amendment actually became effective, which was, I think, what, spring? This March or -- it was, I think, March of this year. It wasn't that long ago.

So the -- there -- there's a factor in some of this delay that had to do

with the negotiations of -- of that second amendment.

The other piece of this is that the award letters do go to the elected officials. So when they get these surtax grants, we send formal notifications of the award, the maximum not to exceed amount.

They don't just go to the surtax points of contact. They go to that city manager, they go to the full board.

They go to our County Commissioners that represent that city in their district.

But there's been so much time between when those award letters went out.

There will be another set of award letters that go out for this new slate. And I think that it may behoove us to include information about their previous cycles and the previous awards that they received, and the status of those, absolutely.

And to the question about the BCCMA, this has come up multiple times at the BCCMA over the last two and a half years. Absolutely. During the original interlocal agreement, the negotiations for the first amendment, the negotiations for the second amendment, and subsequent to the second amendment going into effect, there have been -- this has been on the agenda for the BCCMA.

But I don't want any of you to be under the impression that the -- the

lawyers for the cities, the city managers, the engineers if they have them, and the elected officials are aware of the situation.

I think some of these projects, as you pointed out, they're just not viable.

As you'll recall, many of these projects were only partially eligible. That means we gave them part of the money that they need.

But what we've heard from several of the municipalities with these big projects, they don't have the revenue, the resources, to cobble together the funding necessary to complete the full project.

Some of the cost estimates are coming in much higher than they anticipated.

So there are a lot of factors that are going into the delay on some of the projects. But the next part of the presentation will talk to you about some of the progress that we are making with getting these project funding agreements executed.

MR. HOOPER: And just keep in mind, you know, some of these projects are, in the scheme of things, to the city it's not a big amount of money. I mean, in total, on an annual basis, I think we're talking 32,000,000 to \$35,000,000 that gets dispersed to all the cities, right?

MS. WALLACE: We'll, we're -- we're also over --

MS. CASSINI: That's the other thing that I forgot to mention.

We are funding well over the ten percent. In 2020, we funded 126.9 million dollars' worth of municipal projects, both capital and rehabilitation and maintenance, and community shuttle.

So it's a lot of -- that's the other thing. It's a lot of agreements to negotiate. You're talking --

MR. HOOPER: For sure.

MS. CASSINI: -- about 150 --

MR. HOOPER: For sure.

MS. CASSINI: -- plus projects.

MS. WALLACE: Right and but we need the documentation.

And while the second amendment was pending, a year ago, you know, my office created a checklist. And the check -- for each project type. And they were distributed to all of the municipalities.

And the ones whose projects were ready, mainly Davie. Davie's interfunding agreements were ready in January.

So it -- it just depends on the municipality and how well developed the municipality's projects are.

So, you know, when the checklist and the -- the documentation was ready and -- and submitted, we prepared the agreements.

And -- and Davie's were submitted last fall and approved earlier this year.

So it's not a matter of, at this point, the -- the -- how long the second amendment may or not -- may or may not have been pending. It's a matter of having the -- the -- the proper documentation, because there were 32 projects for which construction funding was allocated for capital projects, and all of the -- the rehabilitation and maintenance projects are supposed to be construction ready.

So that's 50 some-odd projects that are supposed to have construction documents ready for construction bid, and they have not been submitted.

MR. HOOPER: And -- and I think -- I'm hopeful that this is going to take a little time, because, again, we've got 29 versus one County -- one County machine, 29 city machines.

So I'm hoping that, you know, after getting all those agreements -- that was -- that was big lift on your part -- getting all of the agreements signed, it's going to pick up steam. I really believe that.

And -- and -- and the COVID didn't help anybody. And -- and so I'm hopeful it gets better.

And then they're going to learn, over time, that some of the cities, that, like, the Davies of the world are going to start, you know, elbowing the ones that aren't doing their job.

And they will figure it out. Especially if it's going to impact them

getting funds to do something.

And there will be a discussion or a reorganization, and they'll get it right.

And -- but I agree, we've got to keep tooting the horn, and that's what's going to push that.

But I think they'll figure it out.

Anyway, let's -- can I -- can I ask --

MS. LOVE: I have a --

MR. HOOPER: I'm sorry. Go ahead, Ms. Love.

MS. LOVE: So I just want to make sure, because I think we said this the last time. They have three years, according to the ILA, for them to spend the money.

MS. CASSINI: Start the construction phase only.

MS. WALLACE: To start construction, yes.

MS. CASSINI: Right.

MS. LOVE: So right now, according to the ILA, they are in compliance with that timeframe.

And I get that it's not moving, but there's no -- nothing that stops them -- there's nothing that motivates -- and I'm using that word -- to do it quicker than the three years.

And it's like we, as a board, are holding them to a standard that's not

focused on in the ILA.

So I'm just trying to figure out how can that be rectified, because right now, everybody's in compliance, and there's, like you said, Alan, that this -- Chair, like there's a lot of things that are impacting the ability to move projects forward.

So I'm just not sure how to get it done.

We could sit and put more paperwork in front of the agencies, but it doesn't -- it's not, in reality, it's still going to be an issue.

It's just, yeah, we'll make them aware. But then what? The ILA gives them three years.

And once the three years is expired, it's only at that point you have the consequences of doing nothing, or not moving it fast enough.

So I just want to make sure that we are clear that, while we have an expectation, the agreement is not supporting the expectation.

MS. WALLACE: Well, and -- and just to that point, you know, I want to make everyone aware that there -- the municipalities didn't want the County to have the ability to cancel their projects at all. So the -- the -- the provision -- and it is titled the County's limited ability to cancel or remove a municipal project. That is the -- the caption at the beginning of that section of the agreement.

So there -- there was -- the municipalities were adamant about

maintaining their place in line for FY '20 and not being skipped by other projects.

They were adamant about the County's inability to cancel their projects.

And -- but now, there's frustration from municipalities because they're not getting more money. And, you know, the -- the \$125,000,000 that was allocated as part of the FY '20 supplemental budget, and the additional \$50,000,000 that was allocated in FY '20-21, which is \$175,000,000, you know, is not moving, and there's -- there are municipalities who have voiced their displeasure with the fact that their '20 -- their -- their FY 2020 -- the '21 applications that were submitted this spring, were not recommended for funding.

So -- but we -- our hands are tied. We have an agreement. We -- you know, the -- it's a -- the terms of that agreement are negotiated.

And, yes, Ms. Love, the municipalities are in compliance with that agreement.

Does it -- does it look good that they're not moving? No.

Are they frustrated that they're not getting more money? Yes.

But they're not moving their projects, and the projects that we know are not feasible are not being withdrawn.

MR. ALLEN: And --

MS. LOVE: But I have to ask -- I'm sorry, Phil. If I could say something.

But I'm -- I'm still trying to get to what's the remedy. And I'm -- the agreement is being complied with. So until we get to the root cause or the -- the remedy to that issue, because they are in compliance.

So do you have any suggestions?

MS. WALLACE: So part of it is what occurred this year, FY 2020-2021 applications. There's no money. Nothing's moving.

And until these projects get moved, until, you know, the funding is either used or relinquished by the municipality withdrawing the project, then, you know, we can't fund or recommend funding above the current funding levels.

And I know that there's frustration regarding a lot of projects didn't get funded. We applied in the spring of 2021 and said, well, what about the ones you still have pending?

MR. ALLEN: I would note, Allyson, though I know you're concerned that we don't have anything today to cancel those projects or to terminate those projects today.

But you can be assured that in three years or two years, when the County does take that action to cancel those projects, all hell is going to break loose --

(Laughter.)

MR. ALLEN: -- from the cities, and we, as an advisory board, I think just behooves us to -- to put the flag up there to say, hey, there's a deadline coming here, folks. Somebody needs to do something.

MS. LOVE: And I -- I totally agree with that. I think there has to be a red flag. It sounds like the red flag is there, but it's not necessarily as amplified as it can be or should be.

So that's our responsibility as the Oversight Board to make sure those mechanisms are in place to raise the flag.

So I'm -- I totally agree with that part. I just -- I'm still not clear on exactly how do we remedy the situation other than a red flag. We will put them up. Let's -- let's go ahead and do that.

But I -- I think that's the only thing that we have is the red flag. And, ultimately, it's at the point of three years and subsequent that they'll feel pain. And that's --

MR. COOLMAN: Ms. Love, in response to you and probably what Allen said, I think when they realize that their new requests for '24 and for the next out can't be approved because there's no money that can be shifted, I think they're going to realize for the first time -- I'm hoping they realize it, and they will fix the problem by either they'll submit the paperwork they need to pull back their projects. Because guess what. They're not getting any new

projects, either.

You know, they're holding up a city like Davie from getting anything new, too, but neither are they.

So this is the first time that they're seeing the consequences of what -- whatever you want to call it, inability to complete the paperwork.

MR. HOOPER: Before we start the next portion, does anybody need to hit the restroom?

Okay. Let's get going.

MS. MADDEN: I'm sorry. Mr. Hooper, sorry, one more question.

MR. HOOPER: Sure.

MS. MADDEN: If you don't mind. I'm sorry.

MR. HOOPER: Sure.

MS. MADDEN: Okay. Is it predictable at all? I understand the three-year on construction's predictable when we'll be able to tell the consequence. But on the planning and design projects, is it predictable who -- you know, which, and how much money and how long we'll be in this stop work or stop funding situation?

I mean, I know -- all I can picture is we have our -- our funding agreements and we have the ones that are in process, and then is there also a predictable set that we just -- if nothing happens, we know this amount of money's going to be frozen for -- the time being?

MS. WALLACE: There are some projects that we know are not feasible. Examples, you know, projects that were planned for FDOT corridors and FDOT said, no, you can't do that in our road.

So we know what the costs are associated with those projects and that FDOT has, you know, said, no, you can't do that, and that those funds will be available -- will be available; the project just needs to be withdrawn.

So to that extent, where there's -- there were projects that were planned on a corridor that is owned by a different entity and the entity says no, then we can -- those are easily identifiable, and we -- we can compile those figures.

MR. HOOPER: If -- if the cities really want to control the -- if the group wants to control the individuals at the city level, as a developer, I would say put a time limit on design, a deadline on design. Deadline on planning.

And instead of construction completion, put a deadline on construction commencement.

That -- that is the key in any developer's agreement on -- on how to control if you have an asset like a piece of land or something, it's how to get that land back.

You don't let them -- you don't wait until construction, because that could go on forever.

So, anyway, those are things you could think about maybe.

MS. WALLACE: The -- the three-year time limit on construction is from the beginning. They have three years to commence construction from the time that the funds are allocated, yeah.

5 - SURTAX LEGAL TEAM

MS. SILVA: Good morning, everyone. My name's Lina Silva, Program Project Coordinator here with MAP Admin.

So to share with you some of the surtax grant accomplishments, this is a lot of what we've already been discussing.

So since the previous Oversight Board meeting, we have advanced 2.3 million dollars to nine of our municipal projects.

MS. LOVE: Sorry. Could you take the mask -- mask off?

MS. SILVA: Oh, can you guys hear me?

MS. CASSINI: You need to take the mask off.

MS. SILVA: I would rather not. Okay. Can you guys hear me now good? All right.

So, again, we have advanced 2.3 million for nine of our municipal projects, and we are averaging a CBE goal of 26 percent.

Like you guys have heard, two construction projects are currently under way. These are all Davie.

We had three awarded projects that were withdrawn by the sponsoring municipalities.

Another accomplishment that we wanted to share with you guys is that our surtax guidebook is finalized, and it's been published to our website.

This is an online resource tool that we specifically created for our municipal partners. This details anything and everything that they want to know about their municipal capital and rehabilitation and maintenance projects.

As far as our contract compliance, we are conducting and offering contract reviews with our municipalities who have an executed PFA agreement so that we can go over the contract requirements and just be on the same page.

As far as financial oversight, our finance manager has been spearheading the CBE CPA solicitation process, and we are hoping to have that finalized this fall.

And here we just wanted to share the surtax grant -- surtax grantee resources page that we have on our website.

So we wanted to create this for our municipal partners and just give them one specific location in the website where they can have easy access to the guidebook, any trainings, any workshops that we've had, and any forms, like Angela mentioned earlier the checklist for legal.

So this is all on our website, mapbroward.broward.org, under the municipal partners tab.

And if you guys want to check it out, I would welcome you to do that.

I'm going to hand it over to Angela now.

thank you.

MS. WALLACE: Thank you, Lina.

Okay. So part of what we've already discussed is there were 97 municipal capital projects and 40 municipal rehabilitation and maintenance projects funded -- you know, approved and recommended for funding in FY '20.

Some of the projects have been bundled. Miramar has a huge project extending Pembroke Road to Highway 27, which was originally comprised of four projects which have been merged into one project.

Two Fort Lauderdale projects, two Weston projects, two Deerfield projects, and three Cooper City projects are being bundled into one, which reduces the number from 97 to 89 projects.

And some projects have actually been withdrawn. Parkland and the City of Southwest Ranches have withdrawn some of their projects.

But to date, we have 15 fully executed funding interlocal agreements for municipal projects, and we have 18 that have been drafted and are going through the approval process.

Our County Commission was on recess over the summer. A lot of municipal commissions were on recess over the summer. And we anticipate

the municipalities approving their agreements sometime in August or September, and then coming back for the County Administrator to execute.

The County Administrator has been delegated authority to execute those documents on behalf of the County.

So by the end of the fiscal year, which is September 30th, we anticipate that 33 surtax project interlocal agreements will be completed for a total of 35.7 million dollars.

Of the 89 projects, we have not received any documentation for 53 of them, the capital projects. Whether it be rehab and maintenance projects of the 40 -- rehab and maintenance projects, we have not received documentation for 19 of those projects.

But when we receive the checklist and required documentation for those remaining funded projects, we will prepare the agreements.

MR. COOLMAN: I have a question. I want to go back to the municipal surtax grant accomplishments.

Is this a program that the County is assisting the cities to get additional monies through -- what -- what is -- what are these two pages that we were --

MS. CASSINI: So those are -- so when -- when you approve a municipal capital project list, like what you'll see in a couple of slides, it goes to the County Commission, the transmittal, as Angela was explaining.

And then once those funds are appropriated by the County Commission as part of their budget process, which is that this is all about, they become grants.

MR. COOLMAN: Oh.

MS. CASSINI: Yeah. They're -- so we -- we fund projects, not municipalities.

So each project, in what -- in its -- in its phases, planning, design, and construction, receives a -- a -- a grant.

MR. COOLMAN: So the surtax money is now called a grant to the municipality?

MS. WALLACE: Yes. They --

MR. COOLMAN: Am I the only one that didn't understand that?

MS. CASSINI: -- they wouldn't call it a contractual obligation.

MR. COOLMAN: Huh?

MR. HOOPER: Don't ask us. I mean --

MR. COOLMAN: Okay. So now -- I mean, I didn't understand that.

MS. CASSINI: So we treat it just like a grant. So there is an application process. You have to negotiate the contract with the funder. And once that contract is executed, it's treated exactly like a grant.

MR. COOLMAN: Out of every mistake comes some good. Maybe the County should help the cities find grant money, okay? Other grant money.

MS. CASSINI: We do that, too, by the way. That's one of the many services that we --

MR. COOLMAN: All right. Thank you. Thank you.

MS. CASSINI: -- provide here at the County.

6 - SURTAX SERVICES BROWARD MPO

MS. CASSINI: Mr. Caletka from the MPO was unable to join us either in person or virtually today, so I will just run through his slides.

This is exactly what you saw on June 11th. This is the process that the Broward MPO does under their surtax services agreement.

They have two things that they are basically required to do as core services.

They send us the new sixth year of the rolling five-year plan, which is what you're looking at here. And, because of the terms in the second amendment, they send over the projects that are ready and still wanted by cities in the exact ranked order.

So what you basically see is just the next list of projects that went unfunded in the previous five-year plan that we can accommodate.

They also have the other process that Angela mentioned, which is for new projects, new municipal capital projects. It just means they weren't in the original plan that went to the voters.

And you can see that there was a lot of demand, pent-up demand for

new capital projects, which goes back to the conversation that you all just had about where -- where those pressure points to -- to resolve these problems.

Well, there was over a trillion dollars requested by the municipalities in that process.

7 - MAP ADMINISTRATION

MS. CASSINI: So now we're going to move forward into some other accomplishments, and I'm going to turn it over to Mr. Neil Lyn, the Mobility Planning and Innovations Team Supervisor.

MR. LYN: Thanks, Gretchen.

Good morning, everyone. I'm the Innovations and Mobility Unit Supervisor. I'm just going to go over a couple highlights regarding the Innovations and Mobility accomplishments.

First, I want to touch on the deployment of the connected vehicle and technology efforts.

And so basically, right now, through a data authorization partnership, Broward County and the information service provider, known as a data vendor, for connected vehicle applications. So that's underway.

And so now the information service provider allows traffic signal timing data to be shared with certain connected vehicles, and basically be able to get real-time data, traffic signal data, from the Broward County traffic signals.

And so drivers are now receiving information from their traffic signals, for example, how much green time prior to the -- the -- the green time phase, how much red time prior to the red time phase, and then also different things such as like advisory speeds.

And then, in turn, Broward County is receiving performance metrics reports from the data collected from the sensors installed on these vehicles, and at no cost.

So it's -- it's very -- it's very beneficial.

And then, in the future, more vehicles and automobile manufacturers are going to have this technology; they're going to have these installed sensors as newer vehicles come online.

And then also the data service is now in place to allow certain mobile - - mobile application devices to provide similar information to users once they -- you know, for example, they download the app -- an app.

And this will help provide insights to identify problems at intersection locations and also identify traffic signal issues.

The next thing, I wanted to give an update on the public project dashboard, the GIS public dashboard. It was --

MR. ALLEN: I have a question.

MR. LYN: -- officially launched (inaudible) --

MR. ALLEN: Excuse me. Could we go back to the -- the previous

slide?

MR. LYN: Yeah.

MR. ALLEN: In -- in what timeframe will this data vendor group, whoever it is, I don't -- is there a specific --

MR. LYN: Yeah, there's a specific vendor. I can share, it's TTS.

MR. ALLEN: Okay. Will they be marketing that information to various services such as Waze, or Google Maps?

MR. LYN: Yes. So, they have --

MR. ALLEN: When is that likely to become a reality that the subscriber to Waze will get this kind of information on timing of lights and stuff?

MR. LYN: So it's -- it's open source, so different app -- mobile applications can use this -- this -- this service, this place, the Broward County traffic signals.

So the vendor that TTS has an agreement with Broward County, they're able to send all the -- the technology and push the feed to the specific vehicles that have the -- the technology.

And so more vehicle manufacturers will have this moving forward.

So it's in place. It's already in place.

MR. ALLEN: But who's going to be marketing that? The -- the vehicle manufacturer saying, hey, you buy my car and I --

MR. LYN: It's -- okay. So it's mainly from -- I -- I -- I envision -- and I'll have to double check, but I believe it's from the -- the -- the -- the actual -- the ISP, you know, for example, the specific vendors with -- they work with the automobile manufacturers.

So it's -- it's -- it's a -- it's kind of like a partnership.

MR. ALLEN: So I just have this envisioning here like the -- what the -- what was it called, the Christmas tree at the draggies bright yard, you know, you go to the drag and red light, green light, you know, take off.

I mean, is that where this is headed? That kind of --

MR. LYN: Yeah, I mean, that's -- this is a start. I mean, and so -- and I can just tell you, you know, we've -- we're starting to look at the data and -- and there -- you know, it's limited because there's not -- like I said, there's not that many vehicle manufacturers that have the technology.

But moving forward, more will have, so we'll have more data.

UNIDENTIFIED SPEAKER: Did you want to mention the apps?

MR. LYN: And then there's different apps, yeah. And there's different apps that, you know, we're -- we're kind of testing and piloting.

And so, you know, they have been able to give you, you know, as you -- as a driver, as you approach the signal, you know, how much -- how many seconds until green time, how many seconds until red time. It gives you your speed.

It -- it's -- it -- there -- we're heading in that direction, yeah.

So go -- going to the public GIS dashboard, we launched this. We were excited to launch this in February of 2021.

And so some of the main updates to the dashboard, along with rolling out to the public, we updated the -- the dashboard for the new branding elements, specifically the MAP Broward branding elements, which is the logo and -- and whatnot.

And then also, upon request, we added a feature for countywide only projects.

We realized that there was a lot of interest to identify specifically what County -- County only projects, and we added that feature within the dashboard.

Also, we've added instructional help videos on YouTube, so to help users -- further help users with the dashboard.

And then also, folks wanted to have, you know, downloadable PDF maps specifically of the municipalities to show their projects, and also the Commission district.

So we -- we do have that now available on the PDF maps.

And then the other think I just wanted to note is on the GIS public dashboard, it's going to be updated with the new fifth year of projects once the County Commission approves that.

So we'll -- the -- the dashboard will be updated once that's approved.

Regarding the big data. So the regional big data acquisition was executed in June of 2021. And so this was a regional partnership acquisition which included Broward County, the DOT's District 4, District 6, the TPO, the -- the -- the Palm Beach TPA, the Broward MPO, and the Miami-Dade TPO.

And this was -- this was determined to be the most cost effective. Instead of each different partner going out on their own, collectively, collaboratively, it was a cost savings for everyone.

And then basically so with this big data we're able to acquire origin/destination data. We call it OD data.

And this will be used to support our travel demand forecast and modeling efforts. We can do different scenario planning.

And then also this will help provide visualizations on travel patterns within Broward County.

And then this -- ultimately, the goal of this will help assist mobility innovations and planning efforts and will help other -- support other offices and agencies within Broward County.

So we're excited we're starting to dive into this data.

This is an update on the Low Stress Multimodal Mobility Transportation System Master Plan.

So this basically sets the foundation for identifying, planning, and

prioritizing Broward County corridors, specifically when it comes to safety, and also setting the tone for mobility improvements, specifically for non-motorized users, such as, you know, bicyclist or pedestrians.

And the goal overall is to improve multimodal connectivity across the County. And this master plan's going to help us get there.

So the current -- the solicitation is currently in progress.

This is basically the countywide coordination efforts on our data analytics and technology implementation efforts.

So with that, we currently have a working group team within several of the Broward County offices, and we're basically coordinating on data, data analytics, technology, mobility, challenges, and performance measures.

And the main objective of this is to help break down the internal silos within Broward County.

And so we're really -- I'm seeing the progress on this. We're -- it's really improving communication, workflow, productivity, and it's really reducing inefficiencies.

We also have a share point site that was developed to share news, presentations, training opportunities, workshops, and any other relevant documents related for staff members and staff.

So this is really a good core group that is -- we're -- we're actually tackling a lot of different, you know, innovative initiatives. So I'm very -- I'm --

I'm glad this group has formed.

MR. HOOPER: Okay. Next up is -- you want to go?

MS. DALLEY-JOHNS: Good morning, Chair, Vice Chair, members of the Oversight Board. Let me bring my thingy up here.

I think you -- most of you know me already. I'm Margaret Dalley-Johns, the Finance Manager for the Mobility Advancement Program.

So some of the highlights that we had for MAP Finance during fiscal year '21 that's worth mentioning, we had a new project costing module that was implemented in the County's ERP system, the PeopleSoft system. And this module was specifically for tracking surtax projects.

As the projects come along, we're going to be looking into running more reports from that module, but that has been somewhat helpful.

Also, there was a finance -- we collaborated with the Accounting Division to create financial reports for the first six months of the fiscal year. And that covered October 2020 through March of 2021.

And these financial reports, which I was really proud of, actually, but they were presented to the Oversight Board members on an individual basis back in June.

We also had a very good independent audit during -- for the fiscal year 2020. And during our April 2021 meeting, the RSM, they presented the -- the report, and it was a clean audit with no findings. So that's one of the other

accomplishments we had.

Okay. Yes. And also, following up on the financials, we have the third quarter, which covers through June 2020 for the financials, and they are in your binder.

So also in 2021, the fiscal year, we -- well, I guess myself and Gretchen created the surtax finance core team. And just as Neil alluded to his team that he's proud of, I was -- I'm also very proud of this team, because I felt that we were able to discuss a lot of issues that normally would not have come to the table.

And during this time, we -- we -- we -- you know, we had different types of meetings, but in -- in the long run, I thought they were very effective, and we were able to come up with discussions relevant to budget development and review, and also accounting issues related to surtax, the development of different reports that we needed to conduct and to have for financial reporting purposes to the Oversight Board.

MS. LOVE: Just for clarity, when you say you met with the budget directors and managers from every agency, is that the different municipalities --

MS. DALLEY-JOHNS: No, we --

MS. LOVE: -- or within the County?

MS. DALLEY-JOHNS: -- this is within the County who are receiving or

managing surtax funds.

UNIDENTIFIED SPEAKER: (Inaudible)also to communicate
(inaudible).

MS. DALLEY-JOHNS: Yes. Yes, thank you.

As far as the Office of County Auditor, we do have Laura Rogers from that office, and she will be giving us an update at the end. So I'm just going to skip over that.

So as far as our leverage accomplishments, as we all know, the 30-year goal of the transportation surtax program is to leverage 2.5 billion dollars in local, state, and federal funds.

And the following projects, I think some of them were alluded to before, have leverage funds, including Copans Road rehab project, which has 17.3 million of federal funding, Federal Transit Admin. Did somebody change that?

UNIDENTIFIED SPEAKER: Don't you have it?

MS. DALLEY-JOHNS: I haven't touched it. Okay. All right.

Also, we have a security enhancement project with approximately 597,000 in -- in leverage funding.

Public Works has also had some leverage, around \$596,000 where they used for the mast arm conversion project.

And most recently we have 2.1 million dollars, approximately, of surtax

75

funding that will be leveraged -- not surtax funding, sorry -- leverage funds that are going to be applied to our municipal projects.

And now we have the beautiful pie chart which, I guess, in accounting, this is uplifting, because it's usually a bunch of numbers and no -- no color. But here we have some pictures of a nice pie chart.

So this chart is basically telling us the 2021 transportation surtax revenue appropriations by the different programs.

As you can see, the largest part of the pie, those are for the reserves. And those reserves are for future surtax projects.

It's approximately 255,000,000 in fiscal year 2021.

There are other notable areas that are large. We have Transit capital, which is approximately 125,000,000, and Public Works, 53,000,000.

So it's notable that that reserve amount of 255 will increase for the next fiscal year as we increase our fund balance.

Oh. I think that's it.

And, Laura, are you available now for your area?

MS. ROGERS: Yes.

MS. DALLEY-JOHNS: Okay.

MR. COOLMAN: I have a couple questions before you --

MS. DALLEY-JOHNS: Okay.

MR. COOLMAN: This --

MS. DALLEY-JOHNS: Oh.

MR. COOLMAN: -- leverage accomplishment, I -- that does not include the federal funds for the bus purchases because they weren't using surtax dollars anyway.

So this is great, and that's even better.

On the pie chart, this reserve for future projects has nothing to do with the money that we've set aside for the municipal projects.

And I -- when I looked at this, I just said that's a lot of reserves. I mean, it's a -- it's almost 50 percent.

MS. DALLEY-JOHNS: Right.

MR. COOLMAN: Seems high. And I'd like a little more explanation about it.

MS. CASSINI: Thank you.

So, Vice Chair, when -- when we've spoken in previous fiscal years during the budget process, we've explained that the large amount of reserves that you're seeing is purposeful. It was part of the original financial plan that went to the voters that was audited by OCGA.

And it's the commitment that the County has to not bond these dollars. The whole -- the whole program is a pay as you go program. So we're building up reserves in specific areas with the knowledge that we're going to have large capital outlays coming up very soon on the horizon.

In addition to that, we need to build those reserves for the operational and maintenance commitments that we have, and we'll talk about that a little bit more as we get into the five-year plan, especially in the transit area.

As I mentioned to you during the briefing, that stimulus money, that one-time federal money that came in, is reducing the expected operational commitment from the surtax to Transit over the last -- in '21, '22, and '23.

When that ends, it's -- there's a huge jump. And the portion of annual revenues that will need to go into Transit capital and operations and maintenance is significant.

And so we want to make sure that we're building these things up so that we have adequate revenues to continue as a pay as you go program into the future.

MR. COOLMAN: Thank you.

MS. DALLEY-JOHNS: Okay. I -- that's it for me. Is there -- do you have any questions?

MR. HOOPER: I'll just speak to what Gretchen just said. I like that idea. I -- I -- I think that having reserves and -- and looking at it from the big picture and doing meaningful projects in the future and saving up to do those is -- is -- is a great plan.

And I know that there are big deals coming into the future. So I -- I think it's great.

And the pay as you go, I think it's great.

MS. WALLACE: It also put the County in a better position for federal funding, because part of the evaluation process for federal grants, federal capital improvement grants, which would be needed for development of rail that pay the capital, but the applicants have to demonstrate the ability to fund the operations, a -- a local funding source to -- to fund the operations and maintenance, and there's always a local portion.

You generally -- an MPA grant will fund 80 percent of the capital and the local government entity has to demonstrate the ability to fund the other 20 percent, and during the application process.

So that would make it -- us more attractive as an applicant --

MR. HOOPER: Sure.

MS. WALLACE: -- for federal funds for those future rail projects, which are going to be very expensive.

MR. HOOPER: Excellent.

Any other questions?

Okay.

MS. DALLEY-JOHNS: Okay.

MR. HOOPER: Thank you.

MS. DALLEY-JOHNS: Thank you.

Laura, are you on for the County Auditor status update?

MS. ROGERS: Yes, hello. This is Laura Rogers from the Office of the County Auditor, and just to provide you a brief update on the audit activity.

If you recall, early in the year we presented our audit plan, and those three audits are currently in progress, one being of the MPO, another on community shuttle program, and a third on Transit purchasing.

So each of those are in progress with field work ongoing, and some of those are actually getting closer to completion and final reporting.

We also provide ongoing advisory services as needed, which includes me attending these meetings. Even though you don't see me, I am here.

And we also review and advise on solicitations, assist in negotiations, and other things as needed.

And that's all from our office unless there's any questions.

MR. HOOPER: Any questions?

Thank you.

MS. ROGERS: Thank you.

MS. CASSINI: And I've asked Nichole Kalil to give you an update.

There was a lot of interest, as you all mentioned on several of your Oversight Board meetings in the last year and a half, of public outreach, engagement, making sure that the message is getting out about the good work that we're doing here.

So Nichole's going to give you an update on that.

MS. KALIL: Good morning, almost afternoon.

Just want to bring to your attention, you're going to be muted during my presentation because of the feedback with the sound.

I'm also going to be a little brief with my talking points, because we have about seven minutes' worth of videos. But towards the end, please make your notes, ask questions, make your suggestions. I love your feedback.

So Slide 1 here, I want to highlight for you -- well, first of all, with all due respect to my co-workers, I've got the best job in our department.

MR. JORGENSEN: I need to do something before you go. I've got to mute you.

MS. KALIL: Go ahead, mute me.

MR. JORGENSEN: I -- I've got to mute you.

MS. KALIL: I'm being muted.

MR. JORGENSEN: Okay. I have to do that first.

So everyone on your phone, we're going to mute you on the far end so you won't be able to talk back until the -- her presentation's over. So just bear with us for a second. Come on.

MS. KALIL: So while he's doing that, I can give you some updates and let you know that the public outreach and education plan that you were presented, except Debbie, who wasn't with us yet, back in September is

actually on time, ahead of time in some chapters.

And everything is under budget. So we're doing real -- really well in our department -- our meaning myself and Tashauna. There she is, always by my side. Thank you.

So major objectives and key activities, as we all know, repeatedly, rebranding was so important because we basically couldn't do anything until we knew what we looked like and what we wanted the public to understand.

So, as you know and as you see -- and I wouldn't be a good marketing person if I left the stage without giving you a new piece of swag. So our branding is out there. People recognize us.

I wear my badge sometimes to lunch. People are already knowing what this is.

So it's a great feeling to know that we're doing our job and doing it well.

To Lina's point, there's a -- there are guidelines established and online. Our piece is not yet approved or official, but it's definitely written and ready. And it's -- it's a branding guideline for the cities to use to implement on their projects from beginning to end, as well as the County departments.

And we've all be working together swimmingly, and everything's moving along very well there.

We're very well established on social media, MAP Broward. If you're

not following us, please do. Please share.

Which leads me into the last point on this slide. In recruiting -- recruiting trusted voices and influencers, in my eyes, you all are the top influencer and trusted voices, so please speak about the program on any platforms you may use, LinkedIn, Facebook.

Right now, Tashauna and I are doing corporate outreach, we're calling it, where one of the lists we have secured through our consultants are the larger companies in Broward, not just large by dollar, but large by employee base, which gives us a nice reach.

So what we're sharing with you is, A, to tell you that that's in progress. We sent out a mass email. We're getting great responses. So far, they've all been virtual, where the HR person gathers their employees, and we just go through a very high-level marketing presentation and they -- they ask questions, we answer them.

It's been very well received. If you at any of your workplaces want us to do this presentation for your employee base, we'd be more than happy. Please coordinate that with Tashauna and I.

It's about 30 minutes, and we find that there's usually about ten minutes of question and answer. And we always end up with a new follower on social media, so it's a win for everybody.

So the second slide, consultant, I already mentioned some of our work

there, and to remind you, to get where we are today with the branding, we really worked with the community.

And, again, another box we can check off, we surveyed -- we surveyed over 5,000, but got 5,000 responses.

So, again, feel good about the branding and our messaging, because the community was a big part of it.

Collateral. So, again, we couldn't do much until we knew what we looked like and what we wanted to say. So Tashauna and I are moving fast along in -- in -- with some support from consultants in creating a library of materials, both digital, print.

An example will be coming -- the annual report coming up, some of the videos you're about to see, some short flyers. We'll soon be looking at translating pieces into other languages, and I'll get a little bit into that on one of my next slides.

We've also -- in addition to the corporate outreach presentations, I think my last count was 44 presentations we've done, marketing. So whether that was to Commissioners, other County agencies, my friends in Public Works, BCT, city personnel, companies, some non-profits.

We are very much taking a grassroots approach, because this is so new and there's so much to explain.

I don't feel, and -- and that could be part of discussion, that we're at a

point where we need to be doing media blitzes or anything like that. That's high dollar investment and, you know, until the cities are really pushing out their projects and -- and seeing everything, I don't think we're there yet.

I think we're doing this the right way.

But, again, there -- this is -- the world of communications probably changes as fast as technology itself. So please keep your ideas coming to us.

Most of you were at the event. I think it was a good try, considering all that we had to contend with.

So here's just a summary of that. You look the same, see that?

(Laughter.)

MS. KALIL: Here's a little -- to me, this is a reminder that I've been here a year. This is my first undertaking. Gretchen said, here's an annual report and here's a -- welcome to the department. So now every time I look at this slide or these pictures, I -- I remember my first month or so.

We're really proud of this event. I keep hearing everyone talk about the cities, and I think these sort of efforts will grow a contagiousness, if that's a word, with the cities.

So what we did here was we hosted an event for all the municipal marketing people. In most cases, they're called Public Information Officers, as my title is. In some cases, they're Marketing Managers or CRA Directors.

But I'm very happy to report that, of the cities who are receiving funding or about to receive funding, we had about a 70 percent turnout. They were there, they were excited, they were interested.

Some people brought as many as two and three staff members.

And what we did was organize a day, and we were very careful not to just shove all things MAP Broward and surtax, you know, down their throats, and help us promote everything, but we made it a day where we could all train together and -- and learn our craft a little bit better.

So it was a nice balance, and we're very pleased, you know, that their bosses and managers let them come spend an entire day with us, really.

I think everybody agreed their favorite part of the day was we structured a lunch and learn, and that center picture there, what you see are three media experts from the major cultures that are represented in Broward County.

So, as we know, the last Census gives a really strong breakdown of the fact that there's Portuguese, Creole, and Spanish speaking people in Broward. And we wanted to make sure that the people who do what I do are not just sharing with their English-speaking residents, constituents what's going on in surtax, but we also want them to share with their constituents who might not speak English or understand it as their first language.

So to the left, we have Wanda, who is a very popular influencer on

social media, has magazines and newspapers in Creole. And she spoke to how maybe writing or pitching information to that community is a little different and what was special about that.

In the middle, you have Mike Hernandez. He's a correspondent for Telemundo. He gave his pitch in differences on how we communicate with the Spanish media, which is different than the other two, and different than English.

And last but definitely not least, we had Desiree, who gave us specialties on Portuguese, and, you know, specifically things that go on in the neighborhoods in Broward County that are specific to the Brazilian Portuguese-speaking community.

And then we ended the day with a -- a tour of the Traffic Management Center.

So here I'm -- so you all saw the video in its rough cut. This -- here, you're going to see the final cut with all your suggested edits.

And, again, this is a nice piece where if you just want to send it to your staff, family, or friends, we can give you the file, or we can give you the extension on our YouTube page so you can tell people, hey, this is what I do, this is why I think it's so important.

[Video plays.]

MS. KALIL: So a few notes on the video. We produced the video, it's

on our YouTube page. But we need to promote the video, right? We want people to see it.

So one of the best places we've promoted it so far is on the Nextdoor app. Everyone familiar with Nextdoor?

So the County as a whole has an account, so we worked with our coordinator in Bertha's office, and she put it down. And we have 13,000 impressions on the video. So that was a great place to go.

Again, we're trying to do things with a -- at a grassroots level, you know, for this next year or so.

We are -- we've promoted it to all the cities. You'll see a lot of the cities have it on their website or on their YouTube page, or they have at least shared it on their social media accounts.

Within the County with the bigger agencies, Port Everglades, Visitors Bureau will be sharing it, too.

The County as a whole put the video out in their bridges and their sun -- Sunny guide.

And the nice thing about the video is it's not too dated. So we'll just continue throughout the year as we make new connections to continue to promote it.

Once we host tables at events, which we already have a slew booked, we'll have -- just have it kind of rolling on a screen at our table.

So we will definitely get our use out -- out of this video here.

And then sooner than later, when we get another minute to breathe, we'll be promoting it to the TV stations, trying to secure PSA time, public service announcement time, which is usually free or at a very minimal cost.

The other thing I should mention there is a lot of the cities and the counties have their own stations within their jurisdictions, and a handful of the cities are going to start airing it next month, by fall.

So the video will be available there.

What you see here, just talking about the cities and their great partnership, is an actual sign that's out. I don't know if you've seen it yet. But this is the Hollywood Complete Streets sign. We assisted them with putting the sign together, but didn't necessarily micro manage them.

As you can imagine, the sign started off with people's names who work at the City of Hollywood. And we worked with them to educate them and let them know that that might be misleading to the public and we want to make it very evident that this project is surtax funded.

And here's the finished product of what you see.

You're going to see some variations once you see project branding as far as once construction commences, but overall, you will see our logo. So we'll have our education component on the actual work sites.

Here's a nice example. Worked with my friends in Highway

Construction and I worked with Public Works, and here are some -- sometimes these are flyers, sometimes they're actually project signs.

But, again, there will be a slight variation from County to city, and sometimes even within the County. But, again, over -- the overarching point is it's a MAP Broward project.

This is already literally in the streets.

Here's a Highway Construction sign. Is this one up yet? Do you guys know?

Yeah? Okay. So this one's up.

So these are -- I just wanted you to get some real life examples of project branding that -- that's going out.

Kind of -- let me show you this, and then I'll talk about memorialized signage.

MS. CASSINI: This is to your point earlier, Vice Chair, about the fact that, you know, all of the projects, with the exception of the few that are happening in the unincorporated area, are happening inside of municipalities.

And we are working very hard to get the municipalities to partner with us.

MS. KALIL: So, again, thanks to, you know, just great collaboration with my fellow County employees, we were able to put this project video together with their engineering consultant.

Before I show it to you, this -- this is -- was one of the best viewed videos. Yeah, we've got almost a thousand views just on this project video. But it's not -- we're not going to take credit, Tashauna and I.

It's once the cities share it with their constituents that that viral activity happens.

So, again, thanks to the working relationship both with the County and the city, this is actually one of our best viewed videos so far.

[Video plays.]

MS. KALIL: Okay. I'll remind you that we have a newsletter in progress. You all already received the first issue.

At this rate, again, until we get a little bit busier, it seems like it might be semi -- semi-annual, and as more projects come to fruition, it might turn into seasonal, and, who know, maybe even monthly or bi-monthly after that.

So please keep your eye out for this newsletter because, again, you are our best spokespeople in the community. Forward it, or if you ever just have a list of people and you just want to do a data dump with me, hey, Nichole, I'm a member of this Chamber, here are all the members, can you add them to your list, make sure they receive your updates, I would be glad to do that.

And Gretchen knows I'm a data dork and I love my analytics and statistics, so give me anything you would like. I would love to share.

I'm going to take you into another video, and it's -- I'm sorry the star of the show is not here, but, again, another great example of how we're partnering internally.

We found that, you know, the dashboard needed a friendly explanation, and we've used this in a lot of pieces and it's done really well.

[Video plays.]

MS. KALIL: So cute. Okay. So I'll wrap up real quick so you can get to your lunches or -- or ask me any questions.

We're -- this is my what's next slide. This is probably the biggest piece of what's next.

Per your request, in progress, we're working on questionnaires for focus groups, and surveys to gather a base point on sentiment on the program and transportation, and dive a little deeper into interests and needs.

So you'll see more about that possibly by the next meeting. So look forward to that.

And then just a few small notes on the what's next. We're also working -- we talked about branding projects as they come to construction and how the PIOs will help us promote the projects when the projects are done, what do they look like.

So we're looking into options for memorialized signage, you know, whether it be a stamp on a concrete or a -- an erected sign next to a project.

So maybe in the next couple meetings we'll have a more firm example of what those are going to look like and kind of give you an idea of what the process is to get those out throughout the County and the community.

More collateral will be coming your way. As I mentioned, we're going to be translating pieces, a lot of the pieces as we go. We might be double sided, English one side, Spanish on the back, English one side, Portuguese on the back, English on one side, Creole on the back.

So events, presentations, we've got -- we had a great presentation with the employees of the Galleria Mall. And she invited us for free to host information tables during the busy holiday week, during the boat show week, at the entrance where people are getting on and off the shuttle.

So it's just make -- great making connections and ties like that.

We want to reach all four corners of the counties and make sure we hit all our demographics. Of course, COVID's making things a little complicated on this, but, again, you are our spokespeople and our connections in the community, so if you have -- grab a business card while you're out one Saturday and think that might be a good person to meet with or, you know, maybe co-host a table at an event, connect. Tashauna and I will be glad to take that forward.

I will stop, because I'm sure you're hungry, but I will also welcome your questions and comments.

Are they still muted?

MR. HOOPER: Doug.

MR. COOLMAN: Yeah, first of all, congratulations. This is just wonderful.

Second of all, on the dashboard, the municipal projects that are listed there, 111, right?

MS. CASSINI: Yeah, so we have the 90 as she mentioned, so --

MR. COOLMAN: Oh, wait a minute. 90.

MS. CASSINI: -- we have it -- we have it down to 89.

MR. COOLMAN: Is there any way -- is there any way of highlighting those that are on hold?

So everybody can see all these projects and what's going ahead and what's not.

MR. HOOPER: Red flags.

MS. KALIL: I see your point. Point taken.

MR. COOLMAN: Let's put it this way, I'd like to see something changed so that we -- the projects that are -- some way of status on that, because if we're going to communicate with everybody, they need to know that, oh, these are in the pipeline, but somethings wrong.

I'm just -- think about it.

MR. HOOPER: Okay.

MS. KALIL: Like a loading bar at five percent?

MR. COOLMAN: You click on it and the puff of smoke goes up.

(Laughter.)

MR. HOOPER: Save that for your Facebook page. I -- I -- you found your wheelhouse.

MR. COOLMAN: Alan, I'm serious.

MR. HOOPER: You found your wheelhouse. You're very good at what you do, and we're -- we're lucky to help you having us with this.

MS. KALIL: We're -- we're --

MR. HOOPER: Nice job --

MS. KALIL: -- it's all of us.

MR. HOOPER: -- all you guys. Great job. Great job.

MS. KALIL: Thank you.

MR. HOOPER: Any other questions?

MR. COOLMAN: Yes, Alan, I was serious.

MR. HOOPER: I know you were.

(Laughter.)

MR. COOLMAN: I --

MR. HOOPER: But, you got to uplift people. You don't want to sit there and have a -- a -- a commercial that -- that gets angry, do you? Okay.

MR. COOLMAN: As I said before, great job. But I think --

MR. HOOOPER: Thank you.

MR. COOLMAN: -- this is an opportunity to -- we've got to go about this on a couple fronts. Maybe we'll give them all six months to get their act together, and then have to implement it.

MR. HOOPER: Okay. All righty. Is everybody hungry?

Lunch break. Thank you.

(THE MEETING RECESSED AT 11:58 A.M. AND RECONVENED AT 12:52 P.M.)

MR. HOOPER: Okay, are we ready to go? Are we ready to start? Do we need -- do we need to do anything? That's right.

Okay, we're going to start the meeting back up. And we're going to go right into our surtax investments for 2022.

Gretchen, did you get some food? I don't want to start you before you're ready.

MS. CASSINI: No, Mr. Chair, I did, I did. I just went back to my office --

MR. HOOPER: Okay.

MS. CASSINI: -- because we had a couple emails with some issues to take care of. I thank you for checking on me. I hope everybody enjoyed the lunch.

II - FY 2022 PROPOSED PROJECTS AND PROPOSED EXPENDITURES

MS. CASSINI: One of the things you all asked for -- we're moving now, we're transitioning away from accomplishments to date. In this particular fiscal year, we're now in the fourth quarter, closing out '21. And we're -- as we talked about, at the very beginning, preparing to do our final budget for Fiscal Year 2022.

The county administrator has published a recommended budget no later than July 15th of each year. She's done so. A lot of things that you are going to see in the year are consistent with that recommended budget. And where there aren't any changes being requested for you to approve, that are not in the recommended budget right now, is because the county administrator and the budget director have indicated that they will be amending that budget before it gets finally adopted.

One of the things you asked for last year was to have a better visual picture of where these surtax investments are happening. And in particular, how much is being invested in some of our highest needs zip codes in Broward County. I want to just emphasize that we cannot quantify investments when we're talking about countywide, so when -- this includes projects that have a specific geographical area that we can pinpoint in our GIS project dashboard. It excludes countywide improvements, corridor studies, and other types of planning activities. It also excludes community shuttle service, and transit routes.

So 21.6 percent of the expenditures are being invested in ZIP Code 33311, and 40 percent of the municipal projects are occurring in high-need communities in construction phases.

This is just another way of looking at that.

1 - BROWARD COUNTY TRANSIT PROJECTS

MS. CASSINI: And I'm going to turn it over at this time to Mr. Walton to talk you through his fiscal year 2022 requests.

MR. WALTON: Thank you, Gretchen.

Okay. As -- as I mentioned in the -- in the morning presentation, some of the capital projects that we're moving forward, the West Broward Intermodal Center, we're -- we're actually extremely close to securing a property.

We are asking for \$2,000,000 to begin the design for that.

Just so you know, we also have a RAIS grant application. That's about \$45,000,000 project. We've got a \$25,000,000 federal grant in -- grant request in for that one.

So we think that it's a really good project. I mean, it -- it's -- it's perfectly situated between a mall and the arena, and growing area of the County. It would serve as the western terminus point for our -- our proposed light rail system.

It -- it -- it's just a -- a great opportunity. So I -- I think from a federal

perspective here, we should have a great chance to -- to receive at least some of that federal grant money.

MS. CASSINI: And the congressional letters of support.

MR. WALTON: We also received Congressional letters of support.

As also was mentioned, our -- our Copans Road bus facility where we are -- we have already received a federal grant for that one for 17.3 million dollars. It's a \$61,000,000 project where we basically are doing two -- three things.

We're building a parking deck for our -- our employees, because we -- we've actually reached the maximum capability of the facility in terms of our -- our fleet growth. So in order to actually create spaces for our -- our buses, we want to build a parking deck to take our employees' cars off the ground so we can have more space for buses.

We are redoing the maintenance facility to -- to accommodate for future electrification of the entire fleet. So we'll be rebuilding the entire maintenance structure and structuring that for -- for electric buses.

We're also going to build a -- a training and education center. Because of the technologies that are coming forth in transit, electrification, hybrid tech- -- I mean, there's just a -- a lot of new technologies coming, so we want to make sure that our workforce, as well as our drivers and operators, are trained on -- on our new technology. So we'll be building a

new facility there.

So we're asking \$2,000,000 for design for that.

I had mentioned about our -- our capacity constraints. Right now, we operate out of two facilities. Our newest facility is a greatest loading style, and it can accommodate 140 buses. It's on a nine-acre footprint, and, quite frankly, it was -- you know, we were at max capacity when we built the facility.

If we're going to grow our system as our surtax plan calls for, we have to have another operating facility. We have been scouring the County for -- for land, and we've been looking at a couple different sites.

And hopefully we'll be able to secure a facility that would allow us to operate someplace near 200, 220 buses, which will allow us to take us out to the capacity of our 30-year plan.

So we're -- we're asking for \$50,000,000 for -- to acquire that land and \$2,000,000 to begin design for that.

And electric bus charging stations, I mentioned earlier in my presentation, we are -- we're building -- you know, wherever we build a new facility in the County, we are building them with electric charging stations for buses and cars.

So when we look at our transit centers, we are -- they're all being outfit -- well, park and ride lots are all being outfitted for -- for charging stations for cars and buses.

So what we -- will be coming forth to you probably in the next six to nine months is a strategy to build charging stations throughout the County.

And the strategy behind that is to look at where we have buses converge, maybe three or four bus lines, where we can actually put charging facilities in and charge three or four bus routes at the same location as opposed to trying to build charging on every route across the County, because the industry estimates within the next ten years that the internal combustion engine for -- for buses will no longer be available. So we have got to accelerate our plans to move our fleet toward electrification.

So those are our requests. We're -- we're looking to -- to -- to ask for, I mean, money for facility design, the countywide charging platform, land we're procuring and the -- the land acquisition as well as the design for the two other capital facilities.

On the operating side, we're not asking for any increase. In fact, I just want to talk a little bit about where we are with -- with our -- with the performance of our -- our bus routes and our ridership.

As you know, transit ridership nationally took a dramatic hit during COVID, and it has not recovered, really, anywhere.

We're pretty much at the national average. You know, our ridership actually dropped to about 20 percent of its pre-COVID levels.

We're back up to about 50, 55 percent now.

But to -- to satisfy the demand in our community, we're actually running about 90 percent of our service, because the -- the intent there is to make sure that we can provide enough distancing -- distancing on the buses so that people aren't on top of each other.

So we -- we've got 90 percent of our service out actually carrying about 50, 55 percent of our ridership.

It -- and I'm sure that we -- we talked about the -- the 20 million of surtax revenues to supplement operating.

That number has been severely reduced by the federal grants that we've gotten as a result of COVID. We at Transit, not only BCT, but transit -- transportation departments across the country, have received a lot of money to offset operating losses associated with transit. Ridership drops and -- and the federal government wanted to make sure we kept our employees working, they wanted to make sure that our employees were kept safe.

So we actually did a lot of things with our fleet and our facilities to make sure -- to enhance safety.

One of the things, we -- we built these -- these driver barriers. If you get on a bus, it's not -- you'll see it's almost like a cockpit where the driver can actually close the door with Plexiglas barriers so that it, you know, protects them from -- from exposure.

We actually put ionizers on all of our buses in our air systems to -- to

kill all of the germs that actually come through the air system.

And we've done a lot of other things. We've enhanced cleaning at night, and -- and that program will continue on.

So we've been able to spend a lot of those dollars from the federal government to enhance safety and to keep our systems running.

But we've also been able to use it primarily to offset the operating expense.

So, typically, what you would have seen had that not been available for us, a much larger request for operating dollars from surtax. But for the next couple years, you will see a reduced number until those dollars are spent. And then the -- the number for the surtax operating request will go up to fund the increase in deficit, because as our service levels go up and as our salaries go up, the contribution of the County will remain at the -- the -- the 27,000,000 estimated at, I think, two percent a year or whatever, but we will need the additional surtax dollars to fund the operating deficit.

A couple of the proposed projects that we -- we will be implementing in the -- in the coming year, and they will not be surtax based at this time.

They're --

Oh. Thank you. I'm looking at the report.

We've got two projects that we -- we -- we intend to -- that we want to implement this year. And one is our late-night service project.

It's a pilot project that we've been looking at for a while.

And our -- our current service span is about 20 hours. We end our bus service at about 12:30 in the morning, and we start again at 4:15 in the morning. So there -- there is a gap there that -- where we -- we just don't have any service.

But we know in Broward County there are -- are industries such as entertainment, hospitality, healthcare, where people are working shifts where we can either get them to work but we can't get them home or we can get them home but we can't get them to work because their shifts either start or end during the times our service doesn't operate.

So we're looking at developing a -- a late-night service. We're working with the industries have been identified, the hotel, hospitality, and entertainment, to develop a service that will accommodate those passengers who need us, who need transportation services during those hours that we -- we don't operate.

It won't be a -- a -- a fixed route type service. It would be more of a -- and you're probably familiar with -- some -- some of you are familiar with our paratransit type service where it -- you call and make a reservation. It would -- you know, it would be app based.

And we -- we are hoping -- or we're -- we're pressing that we would use some sort of alternatively fueled vehicles to operate the services.

Micro service transit project is another project that is really an offshoot of our community shuttle program where we have ridership standards that -- in our community service, community shuttle program that the -- that certain areas in the County cannot meet.

We have a -- a standard of 7.1 passengers per hour, which has been relaxed during COVID, but we're coming out of that. And if -- if municipalities can't maintain that, then we actually have to pull them out of the program.

But there are certain areas of the County that would never meet that standard because of their density or their -- their congestion.

So we -- we want to go to what's called a micro transit service. And, really, the -- the typical transit definition of micro transit is -- is different than fixed route in that in fixed route, you have to walk to a bus stop. In micro transit, it comes to you and picks you up.

So they'll -- they'll be in limited areas.

And responsibility will be for the passenger to make a call. And the -- the -- the vehicle will pick them up and take them to either an origin or destination point within that area, or to the community shuttle bus stop, or to a fixed bus route stop.

The responsibility will not be countywide, but it's to integrate them into the network of -- of transit throughout the County.

So this is a program that, you know, we've seen be successful in other

places in the country, and we think that -- well, we know that there's a -- a market for it here.

And we're looking forward to implementing that program.

Again, we're not asking for surtax funds for this. We want to pilot it. We're going to use non-surtax funds. And if they're successful, I think at some point we'll come back, and if it's -- we'll make it an ongoing program and it will be funded by surtax.

MR. HOOPER: Do you anticipate that this will be like a third-party -- potentially a third-party deal, or are we going to get into the micro transit business?

MR. WALTON: No, no. We anticipate that it'll be a third-party operation. I mean, from a cost effectiveness standpoint, that -- it -- it makes much more sense for us to do it that way.

MR. ALLEN: Will these expansions potentially impact paratransit requirements also?

MR. WALTON: In -- in some respects. I mean, typically, whenever you introduce a -- add a new service, it will have some impacts on paratransit. Lessening the load, reducing the -- the number of -- of trips on paratransit.

So, yes, there will be some impact.

If you can -- in paratransit, we -- we basically have two types of

programs going. One is -- is the -- the reservation system where they have to call in advance and -- and make a -- a reservation.

And we have what's called a Riders Choice program, where we actually have a -- an agreement with taxicabs around the country -- around the County where you -- you can actually, on the day of service, make a call, and the County will actually subsidize your trip.

That actually saves us money, because each Riders Choice trip is substantially less than a paratransit trip.

But whenever you introduce a new transportation service, ideally, if you can move trips away from your paratransit service onto one of these less expensive services, it actually saves the County money.

MR. ALLEN: And that'll meet your requirements?

MR. WALTON: Yes.

MR. ALLEN: Are you considering alternatives like Uber or?

MR. WALTON: More than likely, there -- it will be a -- a -- and -- and we have invited Uber, taxicabs, all of them to the table, so they will all have the option to -- to present and -- and be selected for providing the service.

It probably won't be any one individual, but it'll probably be a combination of -- of different types of services.

Okay. I think that's it for me.

MR. HOOPER: Thank you.

MR. WALTON: Uh-huh.

2 - PUBLIC WORKS PROJECTS

MR. HUI: Hello again, everyone. Let's see. I'm here to discuss the Public Works surtax requests for the next coming fiscal year.

I -- I have a couple more slides than Chris, so I hope you guys will bear with me along the way.

(Laughter.)

MR. HUI: And I -- I'll try to manage it in a way that we can kind of all get through and provide you with the right information and not take too long along the way as I go.

So very quickly, just a overall summary.

The -- the FY '22 budget request for Public Works -- Public Works project is roughly 60.4 million dollars.

There's -- this is a breakdown of the type of projects and how much that each type of projects is requesting, adding up to the 60.4 -- roughly 60.4.

And just -- just so you know, the -- the -- the asterisk on the side, the -- the 60 -- 60.4 million, there's a slight discrepancy with the County's recommended budget. It is just that some of the changes didn't get -- catch up with -- with each other in time.

And we will be adjusting it with the County's final adopted budget when it's the appropriate time.

But this is the correct number, 60.37 and so forth. Okay.

So I'm going to go through some of these projects in detail.

And I'm going to go through -- this is the first one but it's -- it's in a format that the board has seen before, detailing each one of the project.

And what we have tried to do is both in the schedule and the cost standpoint is to make a comparison with where we were last year when we talked about the last year's five-year plan and whether this is -- this is requiring an adjustment in schedule or cost, or whether there's no change to it and everything is just moving along as we go.

So this is the format for it. And what I will try to do is to spend a little bit more time on the projects where there's some changes to it. Where a project that's just moving along, has no change in time or schedule, I'll just try to skip through it -- not skip through, but just sort of pass through it more relatively -- relatively quickly, in the interest of time.

So -- so this is the -- this is the format that we'll go through.

And the -- the -- the first group of projects we'll discuss is the adaptive signal control projects. And, again, adaptive signal control utilizes high technology camera and -- and software to monitor actual traffic, use the actual traffic volume to constantly adjust our signal timing to help us smooth over some of the peak flow traffic flow and -- and decreases travel time along the corridors that they're -- that they -- they've been installed at.

And just -- just, again, a quick reiteration, the adaptive signal technology is not applicable everywhere. It -- it -- it needs to be in -- installed in places that kind of like variable traffic, high traffic volume, and that type of thing.

We -- it's not something that is a panacea that solves congestions problems throughout the County. It helps in certain areas, in corridors that -- that -- that -- that it's applicable for.

So -- so -- so with that in mind, let me start with the first one. It is the A-1/Broward Boulevard adaptive signals. And, actually, this is a real good project to start, because it allows me to illustrate two important points that I want to emphasize to the board.

The first one is is that this is Broward Boulevard. It travels in roughly State Road 7 on the west side all the way to the east.

And this is on state road. And, in fact, most of our adaptive signal projects are on state roads, because they tend to be the biggest road, heaviest traffic, and, you know, more -- has -- has more needs and -- and so forth.

So we, by necessity, because they're state roads, have to work very closely with the state, with FDOT.

And -- and in -- in -- in some of these situation -- and it's actually a significant advantage for us, for -- for both us and also FDOT to work

together on it.

And -- and just -- just along the way, I just want to make a -- point out and give a shout out to the state. They've just been real good partners in this, working together with us and -- and making a lot of these projects, facilitating them, making it easy on both sides.

So the point I want to make in here is is that if you take a look at this map, the -- the -- the vertical roadway is I-95, roughly in the middle of that.

And FDOT is actually planning a project to the west of it, on the -- on the left-hand side of the map.

So what we've been able to do is to develop a -- a project that works in conjunction with them. In the -- on the western half of this project, they're going to be installing the equipment for us. That's the advantage of bundling projects, minimizing impact to the public. And there's some cost savings to it that we really can't quantify. You know, there's some cost savings. Can't quantify it, but we know there's some. Just by -- just by the nature of bundling projects, there's going to be some.

And so we're going to be in -- implementing the project on the right side of the map. Both of them are going to be integrated together as a -- as a software integration. The algorithm -- algorithm is going to tie them together to make it a complete project.

And, again, we take advantage of being able to work with another

agency that's cooperating with us very well.

So that's the first point I want to make.

And -- and you're going to see that again, like I said, with a number of adaptive signal control projects.

The second part of it is is that what you'll notice is that there's a slight increase in the price of this project from where we were last year. There's a -
- a small increase.

And -- and what that really reflects is is that it -- it's -- I think Chair Hooper alluded to it a little bit earlier, is like in terms of some of the changing construction conditions and the changing construction environment, prices are going up.

I want to give everyone a heads up about that. It's like the pandemic I think has caused prices of certain elements to -- items to increase. You know, I'm sure you guys have all heard about the -- the shortage of chips and high -- high technology components. Prices of some of that's going up.

Delivery time of a lot of the -- even some of the equipment has -- has been extended because of the shortages of manpower and materials and supply chain issues and so forth.

So we're facing some of that.

I don't want to -- I don't want to overstate that, because we believe that the prices that we have here, with minor adjustments that we have

made, are pretty good. I think we're -- we still have the capability to live off some of the existing contracts that we have bid and put in place a couple years ago.

So we're going to -- we're going to be okay with that.

Going forth in the next couple years, we're really going to have to see how the market conditions is -- you -- you -- is going to go.

So -- so that's the Broward project.

MR. ALLEN: Tony, I --

MR. HUI: Yeah.

MR. ALLEN: -- think you've got a mislabeling on the I-95. It says SR9.

MR. HUI: I'm sorry?

MR. ALLEN: The road that's list -- or shown there, the -- which is I-95

--

MR. HUI: Yeah, that's I-95.

MR. ALLEN: Right.

MR. HUI: Yeah.

MR. ALLEN: The label there says SR9.

MR. HUI: Yeah, it's State Road 9.

This is a State Road 9, federal highway I-95.

MR. ALLEN: Okay.

MR. HUI: It -- it's -- it's a -- it's a different distinction between the state road system and -- and -- and -- and the -- and the federal system. So -- but that's I-95 there. Uh-huh.

Okay. Next one is Hallandale Beach Boulevard traveling from State Road 7 to A-1-A.

There's no change to either the construction schedule or the budget.

University Drive adaptive signals. Again, this is one -- another project that we'll be constructing in conjunction with FDOT, because they're also planning on making some improvements on -- on the -- the University corridor, which I know -- I'm sure everyone knows it's a very busy corridor, especially in the vicinity of I-95.

There's some -- there's a -- there's an increase in costs associated with that, both from a standpoint of just the cost increase in prices like I mentioned earlier, but then also this interesting thing here is that earlier I mentioned when we talked about the -- the adaptive signal control study and that -- the fact that they -- the study itself, when they went through some of our equipment, identified certain elements that should be included that would make the system work a little bit better.

There's a couple additional cameras that were added as part of that to make the system function a little better.

Increases in prices result in that cost increase that you see there.

Hillsboro Boulevard, Deer Creek Boulevard to A-1-A. Now, in this situation -- in this situation in here, you know, as -- as we -- as we work in conjunction with FDOT, like I mentioned, we -- we make sure our project schedules jive together. In some cases, we have pushed a project back a year or so in order to coincide with the schedule.

In some cases, we want to move ahead a year or so to coincide with the schedule. This is one of those situations where we moved ahead, we're recommending that we move ahead, match the FDOT schedule so that we can take advantage of the two agencies' synergy of working together.

And this is another situation here that -- that -- that's very interesting is is that originally, when we planned the project out, we had originally planned to end it like right around -- like right in this area here.

Our consult -- excuse me -- our consultant study, when they took a look at the -- the -- the limits of the corridor, recommended that we actually extend the corridor two intersections down, further down, to -- to Deer Creek Boulevard, because there's a couple shopping centers there that have variable traffic conditions that would really make the whole corridor work a little bit better, is that we -- by extending those two intersections.

So there's some increase in scope, make the corridor work better, based on the consultant agree -- excuse me -- recommendation, and that result in some of the additional prices that's associated with it.

Commercial Boulevard, Rock Island Road to State Road 7, no change in -- in -- in current plans. So then also -- again, this is a project that we're going to be working with FDOT on it. This is a segment of a state road also.

State -- Southeast 17th Street. Again, working with -- working with the FDOT, no change in the schedule, and there's a -- a little bit of cost increase, base -- just based on the -- the -- the pricing, the market conditions that we've discussed earlier.

Miramar Parkway, Southeast 18 Street to Flamingo Road, the design is going slightly ahead of schedule. So have requested the money a little bit earlier.

And in -- and in -- in this situation here, once again, there's an addition -- there's a change in the -- the scope of it, an additional change in scope, that the project originally envisioned, our consultant recommended that we move one signal over, tie it into Flamingo Road, and that that makes the operations of Flamingo Road a lot -- work a lot better in conjunction with the entire corridor.

So that's a -- that's an increase in -- that's an increase in scope to extend into Flamingo Road.

Sample Road adaptive project. It's -- once again, this is working in conjunction with DOT. Again, a recommendation to extend the project east from Dixie Highway all the way to US-1, just because of the congested traffic

condition along US-1, so.

This is the -- this is the north/south version of it a little bit further down on US-1. It travels from Pembroke Road all the way down to -- all the way up to Broward Boulevard.

There's -- we schedule adjusted to work together with FDOT, and there's no change in the plans for the costing.

So that was a brief description of our adaptive signal control projects. The next one we're getting into is our bike lane project.

We have one bike lane project, and the bike land project is usually we -- we add bike lanes to where there's none, and we also do it in conjunction with road resurfacing and some of the drainage work -- not so much the drainage, but definitely the road resurfacing work so that we can do both of them at the same time, minimize impact to the public and -- and so forth.

So this is a request for construction dollars for the Pembroke Road project. No change in the -- the -- the schedule or the -- or the cost.

Commercial Boulevard. This is -- this is an interesting project. It runs from -- this is the bike lane that runs from Hiatus Road to Nob Hill Road.

And we had actually planned to implement this project a little bit later in our original plan, but this area recently suffered some flooding issues. There's some sidewalk improvements that needs to be done.

The gas tax is actually funding the drainage improvements, and it's

actually funding the sidewalk improvement project.

But because the gas tax is funding that and the work is being done right along the same area, what we wanted to do is to move this project up a little bit fast -- earlier than we originally anticipated to take advantage of the fact that both these projects are going on at the same time.

So the -- so, again, minimizing impact to the public, but, because of the fact that we're able to tie into some of the existing work that's being funded by the gas tax, we have been able to reduce the cost to the surtax.

So you see a cost -- a -- a cost decrease here that's going to be an advantage to -- to the surtax program. So that's an -- actually, a -- instead of cost increase, it's a -- it's a -- it's a cost savings to us.

So, the next group of projects that I want to talk about and just to present is the -- is our fiber projects. We -- we talked -- again, talked about them briefly earlier for our approach and the importance of us going out ahead with these fiber projects, and -- because they become -- and -- and -- and the strategy. And our strategy with building a fiber network is is that we're not in the business of building fiber at every single road in the County. What we wanted to do was that we wanted to build a backbone system that centers along -- mainly along some of the main roads throughout the County, work together again with FDOT, because they also install fiber in some of the state -- on some of the state roads, build this net -- build this backbone

network together.

The backbone network not only, obviously, would help the roads that -- that the fiber is on, but it also provides easy access to future projects that want it tied into the fiber system, that they can do that very easily by tying it to the backbone.

So, again, the idea is to build a backbone and not an entire system on every single road throughout the County.

Yeah, please.

MR. HOOPER: So did -- does this fiber -- can -- can businesses tie into this fiber?

MR. HUI: Yeah, they will when it -- I'm sorry, Chair, could you repeat that question?

MR. HOOPER: Purely -- it's purely for transportation or can businesses along the corridor tie into it.

MR. HUI: Okay. It -- it's -- for the surtax projects, the funding for the surtax project can only be used for transportation purposes, okay?

But we're also open to the idea that if there's a city, as a -- as an example, that want to work together with us, that they can pay for their portion of it at the same time that we're doing the construction so that it minimize their cost.

We're open to it. It's just that they have to fund that portion of it

themselves, because our funding is solely limited to transportation purposes.

MR. ALLEN: Mr. Chairman?

MR. HOOPER: Yes, sir.

MR. ALLEN: When we started the fiber network 20 years ago, you know, one of the purposes was to coordinate traffic signals.

We're now proceeding to the point of adapting signal controls rather than pre-programmed.

What is the difference? How does the fiber connect to adaptive signal control?

MR. HUI: Okay. So what the fiber does is is that, number one, when we -- some of you remember this because you were here at that time, is is that what -- when we first converted to fiber, one of the things that we needed to do was to convert from a analog system to a digital system, because, obviously, everyone -- everything has gone digital with all the technology and so forth.

So that was the original -- original plan, is to convert it to a digital system. There is a -- the fiber was -- you know, was the way to do it.

It connects up all of the -- it connects up every traffic signal along the way.

And -- but technology continues -- continues to evolve.

Fiber allows us to control traffic signals, but nowadays, since when we

originally started, it also does a lot more things than just connecting the signals and timing it.

One of this is the app that they were talking about. Another one is -- and there's actually a couple other technologies that tie very well into Transit. The transit signal priority, getting the -- getting a system in place that helps Transit buses that when they're -- when they're behind schedule, to allow them to catch up by changing the -- the -- the signal timing of it. Transit signal priority.

So those type of technology can get overlaid onto and implement onto the fiber system. So it now -- now the fiber system is -- the advantage is it does a lot more things than when we're -- when we originally first got started.

And then I think as technology continues to -- continues to evolve, that some of these newer -- you know, newer technology, anything that relies on high communication needs, high volume, high-speed communication needs, all of those things can now be start to place on this backbone that we have.

So it -- it does a lot more than it -- it originally intended.

MR. ALLEN: But now the -- but adaptive signal also --

MR. HUI: Right.

MR. ALLEN: -- runs on the --

MR. HUI: Yeah. Uh-huh. Of course. Right. Uh-huh. When we run our fiber, we run -- let's say we run on this corridor that -- that you see here, it

ties into every traffic signal along the way, so that the -- the traffic signal, in terms of getting the information back and forth, it also does it a lot quicker.

And that's another -- that's the base advantage, but there's a lot more now that gets built up on top of it.

MR. ALLEN: So -- but the difference, in my mind, that I'm thinking, is that the basic fiber that is there and tied to the traffic signals allows you to program those traffic signals --

MR. HUI: Right.

MR. ALLEN: -- based on studies or experience relative to when are -- are the traffic patterns changing.

MR. HUI: Right.

MR. ALLEN: Adaptive signal control is instantaneous and is not a manual implementation.

MR. HUI: Right. Uh-huh.

MR. ALLEN: It -- it is automatic by the logic of the system.

MR. HUI: Right. Uh-huh. Yes, absolutely. Uh-huh. And it -- it -- it -- kind of has that -- both advantages. The adaptive is just one additional step, you know, above and beyond the -- you know, the -- the standard way of programming and controlling signals.

MR. ALLEN: And then, finally, you had discussed with me, or had provided a response to an inquiry I had made relative to what happens when

two cross, two systems cross.

MR. HUI: Right. Uh-huh. Okay. So the -- the -- the question has been raised is that -- Mr. Allen raised is is that when we have an adaptive signal system, let's say a corridor that runs east and west, if we have a adaptive signal control system that runs north/south, they intersect at a certain point. So how do they -- how do they work that out in terms of -- you know, in -- in terms of dealing with each other.

The way that the -- that the -- the different ways -- different algorithms do different things.

But the gist of it is is that they take the interconnection point as a starting point. So wherever these two, let's say in the adaptive signal corridors, meet, they take that as a certain point, and they -- then they do the calculations both ways. And -- and they continue to do those calculations so that they match the two corridors, the traffic signal timing of both corridors, so that they can -- they essentially operate not as independent corridors but as a system of intersecting -- with -- with an intersecting middle.

So -- so that's the starting point that -- where they intersect and they work from there. And that's how the communicate with each other.

So it -- the system that we're deploying for adaptive signal control is perfectly capable of handling that type of analysis and that type of deployment.

So let me move on is is that when you see adapt -- adaptive signal project that's laid out this way, I just want to point out that the -- that the fiber doesn't end on each side.

On -- on all of these projects, they tied it into existing fibers on each end. So that's how we get them to tie it and connect to each other. It doesn't show up that way, but I just want to make clear that these are not independent, standalone projects that don't connect to anything. They actually connect to existing fiber lines that we already have.

Miramar Parkway from 184th Street to University Avenue, slightly ahead of schedule on the design.

And there's also a slight cost saving, nothing to brag about, but just a slight cost saving in terms of the project.

Coconut Creek Parkway from State Road 7 to I-95, again, connecting to existing fibers that are in place on either end of it.

And there's no change to both the schedule and the cost.

Hillsboro Boulevard, the fiber project. And I -- I kind of want to highlight this project just a little bit. And this is another good example of how we're able to work together with FDOT.

Originally when the project was conceived, it was to install the fiber line on Hillsboro Boulevard, which is -- and when -- by working with FDOT on a project that they have in the area, for essentially the same price, the same

cost that we originally anticipated, we have been able to add all the other interconnecting red lines into part of the project.

So we've been able to expand the scope for the same cost. Again, the benefits of working with our good partner, FDOT, on -- on this.

Northwest 31st Avenue, no change in cost and schedule. Running from Broward to -- running from Broward to Commercial.

Cypress Creek Road, State Road 7 to Dixie Highway, no change in the cost or the schedule.

And Wiles Road, similar situation. Again, connecting to fiber and fibers on both sides.

Okay. So the next group of projects that we're going to talk about is intersection improvement projects.

We saw a very nice presentation earlier in the day about the benefits of the intersection improvement project, relieving some bottleneck, improving some safety conditions. So I don't want to spend too much more time explaining that.

This is Hiatus Road at the New River greenway. This project is going to improve -- make improvements by installing a controlled signalize -- signalized crossing here to improve the safety of this -- of this crossing.

The next project is State Road 7 -- excuse me, not State Road 7, State Road 84 and Federal Highway out in the east side of -- out in the east

side of town.

What we're doing in this intersection here is -- I -- I don't know if anyone is familiar with this intersection. I see a couple of heads nodded. And I -- I don't know why it was done that way, but originally when the intersection was constructed, the way it was constructed, it didn't allow both the eastbound and the westbound left turns to occur at the same time.

I think everyone probably noticed that in most of our intersections, you know, the -- the left turn and right turn occur at the same time.

The configuration, the geometry of the way that this intersection was built didn't allow that.

So -- and what that has -- what -- what happens with that is that we essentially have to let one go first before the other one goes. And the -- the result of it is that it just takes more time, and so the traffic builds up.

And so what we're going to be doing is actually we're going to -- we're reconfiguring that intersection. We're going to rework some of the medians and some of the lane widths and that type of thing so that -- did I skip ahead too far?

MS. CASSINI: It just -- it just jumped ahead.

MR. HUI: I just jumped ahead. Sorry about that.

So -- but -- but -- but so we're -- we're going to reconfigure that intersection so that after it is done, we can -- we can get away from that, the

split phase operation, we call it, so both left turns can occur at the same time.

And then we can improve traffic flow, and then that area's going to continue to -- to -- to see more traffic, and then the improved traffic flow is going to help the overall operation of that area.

So that's what we're going to be doing at this intersection here.

And Nob Hill intersection, similar to one that we just discussed before, there's going to be a -- installing a signalized crossing across Nob Hill.

US-1 and Johnson Street. What we -- what we will be doing is that we'll be adding -- after a traffic analysis has been -- when it -- the traffic analysis is completed, we're going to be adding a westbound right turn lane and that's going to help traffic flow through that intersection, similar to what we saw before.

We're now getting into lighting projects. The -- the lighting projects are needed in -- we're -- we're planning to install lighting in areas here there's currently no lighting or very minimal lighting in the area that actually impacts vehicles travelling on the roadway.

The -- the -- the lighting provides the proper illumination for the roads.

And -- and this project, LL1, is is unincorporated area. Our -- it's the Broward Municipal Service District in Boulevard Gardens. And we'll be installing -- excuse me -- we'll be installing lighting in the area, again, where there's no streetlight -- no street lighting at this point.

No change in schedule or cost estimate.

LL2 is at Franklin Park. Very similar type of situation.

No changes in either cost or schedule.

Roosevelt Gardens is the -- another BMSD area that we'll be -- we're planning on installing this lighting.

And Washington Park, very similar type situation.

Again, no changes in either the schedule or the cost estimate.

Hiatus Road, again, also no lights in this segment of Hiatus Road that we'll be installing the lighting on.

So the next group of projects -- and that was the end of our lighting projects.

The next group of projects that we have are our mast arm projects. We're converting it from the span wire support you see in the top photograph, and, actually both photographs, and converting it into steel mast arm supports for the traffic signals.

They -- these projects are primarily to improve the resiliency of our system against hurricane strikes. And it -- it helps us significantly in terms of recovering from a hurricane hit, being able to bring our traffic system back online, getting traffic moving again, and -- and getting everything back to normal much quicker than we can with the span wire type system.

So this is located Northwest 31st Avenue and Northwest 19th Street,

that's the location of it.

No change in the schedule or the cost estimate.

Similar -- similarly M21 in Coconut Creek Parkway at Banks Road.

MS. LOVE: How does it improve the efficiency of that happening, the communication or getting it to work if you have a storm?

MR. HUI: It -- it -- how does that do it? Is that --

MS. LOVE: Yeah.

MR. HUI: -- the question? Okay.

MR. HOOPER: I'm sorry; I can't hear that question.

MS. LOVE: How does the mast arm provide for the efficiency of the communication or fixing?

MR. HUI: So what happens after a hurricane, it's just like -- especially after a major hit, is is that the span wires that are supporting the signals, a lot of them just gets torn off, and they -- they fall -- they essentially fall into the streets.

So for us, in terms of trying to recover from, you know, that type of situation, our technicians now have to go out and essentially has to restring the entire wire -- the entire wire that supports them.

And so this is at each corner that we're going to have to do it.

And -- and then also remount the traffic signals, you know, on it, and rewire it.

With the mast arm, what -- what can happen is is that, one, it has the potential to keep the signal heads up longer, but, more importantly, even if the signal head gets knocked off, they -- we -- we don't have to spend the time and the effort to go to work through a busy intersection to restring the wires, because most of the wires are going to be -- most of the wires in a mast arm is located in a mast arm so that they're -- they're less likely to be damaged. Not that they -- sometimes there is, but it's very -- the possibility of that is much less.

So we don't have to do a lot of that electrical work, but we would have to do similar type of mechanical work to reinstall the -- the -- the signal heads.

So that's where a lot of that efficiency and -- and -- and speed is -- comes from. Uh-huh.

MS. LOVE: Thank you.

MR. HUI: Oh, sorry. The important project, Pine Island Road expansion. This is a road capacity expansion project. We actually don't have many of them throughout the County -- throughout our surtax program.

The primary reason for that is that we are only in position to install road expansion projects when the road capacity is at a Level of Service F, which is failing, or very close to it. But, more importantly, we have to have room to do it.

And -- and as all of us know that there's not a whole lot of room to expand roads throughout the County. Where there's opportunities to do it, we take it.

So this is an opportunity that we -- we -- we can do it on a -- on a road that's close to Level of Service F, going from Nova Drive down to Griffin Road.

There's no change in cost and the schedule, but what we're actually doing is is that instead of asking for all of our construction money up front for next year, we're actually asking for a smaller part -- pot this coming year and leaving the larger pot until later.

And the reason for that is that on the large projects like this, we can start on some of the construction work up front, like tree removals and so forth.

This area also has archeological artifacts that we have found before. So what we want to do is we want to do all of the archeological survey and all the archeological remediation and -- and if we're -- if -- if it's necessary, we want to do that all up front so that we don't get our road contractor mixed up in that and -- and result in delays and so forth in the project.

So no -- actually, no change in cost, but we have actually moved the project out -- the costing requests out, divided into two parts.

And it also helps the -- the overall surtax program in terms of cash

flow and so forth.

So this is our bridge project. I -- we -- we had a brief discussion about bridges earlier, so I'm not going to reiterate that.

But what I do want to point out is that this bridge has -- it's always part of our original program. So we have identified it to be constructed much later in the program, but, however, it was one of those bridges that was identified by FDOT in the recent expansion -- excuse -- not -- excuse me, not expansion, recent inspection that it should be done sooner rather than later.

So in our program, we moved it up to do it, because we need to do it now.

But I think we discussed it before when we talked about bridges the last time is that our staff have found a really good way of constructing these bridges that didn't -- that -- that do not involve replacing the entire bridge like we originally thought, but we can do the reinforcement and the repairs of the bottom of the bridge to provide the proper reinforcement for the project.

So -- so this project is being moved up, but because of the fact that it no longer requires complete replacement of the deck -- the deck of the bridge, and we can do it with this method, will actually result in a substantial savings from the -- from the surtax program. So that's a good thing.

That -- so the next group of project is our school zone -- school zone project. We talked briefly -- I mentioned them briefly earlier.

Just a quick reminder, we -- we work off of a -- a list of schools that we developed in conjunction with the School Board, and also requests that have come in over the year, and then we built up a list and we -- we go through and identify what, if any, needs to be done.

These projects tend to be small. The cost of them not that great. And the best way to do them is to work them together as a group rather than individually.

And so we've identified these are the next schools that are up for -- on -- on the list that we've got.

And similar to what we talked about earlier in the morning is is that when we go through it, when we go through the detail, evaluation, do a study or so some of the -- some of the schools may not need improvement. Some of them do. And some of them need more than others.

It kind of really depends on when we get into the evaluation and we collect the actual walking -- pedestrian walking data and that type of thing. That's when we'll really know what type of improvements are.

So this is more -- these -- again, these projects needed to be treated as a group, and these are the average -- an average and total cost.

And this is the -- I think I skipped ahead. I'm not sure why it's doing that. But -- but these are the construction projects for school zones. Similar type of a -- a situation as -- as I had discussed earlier.

MS. WALLACE: And, Tony --

MR. HUI: So --

MS. WALLACE: -- if I may --

MR. HUI: Yeah.

MS. WALLACE: -- go back one slide?

MR. HUI: Sure.

MS. WALLACE: Ms. Love, that's a mast arm, if you weren't sure what they look like.

MS. LOVE: Yeah, I know what they --

MS. WALLACE: Oh, okay. So the metal arm doesn't have the wires, and then it -- those won't -- don't fall like the wires during a --

MR. HUI: Thank you.

MS. LOVE: I do have a -- I have a question to go back on the bridge repair.

MR. HUI: The bridge?

MS. LOVE: Yeah. So --

MR. HUI: Okay.

MS. LOVE: -- so the initial construction cost was 8,000,000?

MR. HUI: Uh-huh.

MS. LOVE: And now, due to the -- what you identified as some -- doing something different in terms of rehabilitation, the cost now is 3.6 to do -

-

MR. HUI: Uh-huh. Right.

MS. LOVE: -- to fix it?

MR. HUI: Yes.

MS. LOVE: To rehab it.

And you indicated you shared what that is. Maybe I missed it, but could you share it again? What -- what is it that you have identified? What's the technique? What's --

MR. HUI: Oh, okay.

MS. LOVE: -- the --

MR. HUI: Okay. yeah. The -- the -- it -- so these type of bridges that -
- that we're talking about is what we -- is a -- is a type of construction that's called solo point (phonetic) bridges. And they're -- they're -- they're independent panels that are tied together with reinforcement at the -- that ties the panels together.

And the issue with them is is that when water get in between the panels, some of the reinforcement starts to rust. And it's difficult to see them, but they start to rust.

And then when they start to rust, the -- the -- the steel reinforcements loses their integrity. And then that -- that becomes the issue, and that's the issue that FDOT identified.

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So in -- in previously, the way that we handled these type of bridges is to go -- was we go in there and we go one side at a time and we replace the panels entirely in -- in and of themselves.

But that -- but when we do that, we obviously interrupt traffic quite a bit. It's also expensive to rebuild and replace the entire decks by themselves.

So our folks, and it's actually a kudos to some of our folks that's actually sitting in this room here, Mr. Ton, sitting in the -- in the corner there, is that he and his staff has identified that the way to -- instead of just replacing the deck, is to on the bottom side of the bridge and install new reinforcement on the under -- and -- and cut a groove in the -- cut grooves, appropriate grooves, in the concrete, install new reinforcement in -- in -- in like a reinforcement lattice at the bottom of it.

So what that does is that it doesn't require traffic to be shut down completely like we would, and it also doesn't require the cost of completely replacing the deck.

So we're trying it out on -- on a couple bridges so far, you know, and --

MS. CASSINI: 31st Avenue.

MR. HUI: Yeah. Okay. So we -- we've done it, and we've, you know, received actually very good comment about this as a -- as a good way of doing things.

So we're able to, you know, achieve some of the cost savings over what we originally anticipated.

Yeah, please.

MS. CASSINI: Do you want to share about the RAIS grants?

MR. HUI: Yeah. As -- as I mentioned also this morning is is that we do have a number of these bridges that were not in our original plan that do need to receive similar type of repairs. All of them are going to be in the range of about three to three -- you know, three to three and a half million dollars or so.

And -- and as I mentioned earlier, we're -- we're looking for different mechanisms to fund it. The RAIS grant is one of them that we applied for. We hopefully will hear some results of it over the next couple months.

We're planning on applying for, you know, the DEO, Department of Economic Opportunity grant. That will be available for application at the end of the year. So we're going to do that.

But above and beyond those two, I think we're going to -- we're -- we're definitely going to -- going to continue to look for other ways to make up the cost or trying to find -- not leverage, but partners that help us in terms of dealing with some of these issues.

So the next group of projects are sidewalk projects. And the sidewalk projects is the installation of sidewalks where there's currently no sidewalks.

It is not to rehab areas where there's existing sidewalks. So this is just areas that have no sidewalks.

And what the -- the -- the benefits of that is, obviously, the sidewalk itself, but as part -- as a major part of our sidewalk work, we also regrade the -- the -- the surrounding area, the swale areas, and that actually has -- has a dual -- has a significant benefit of improving roadway drainage as part of this work.

So this is sidewalks in Boulevard Gardens, again, in unincorporated BMSD area. Those are the -- those roads highlighted in green are the greens that currently -- are the areas that currently do not have sidewalks.

No change in schedules or the cost.

Franklin Park, again, the -- the -- the streets identified in green.

No change in schedule or the cost.

Washington Park, a similar type of situation.

So that's the -- those are the sidewalk projects that we have in -- in our program.

We have two projects that are drainage projects. Both of them are in part of the program. But we are requesting that both projects be moved up a little bit earlier than we originally anticipate them to -- to be installed.

If you take a look at the Northeast 6th Avenue project, originally, we were planning to implement this project in about eight or nine years or so.

But both of these projects that we're proposing, the reason that we're proposing to implement them now is because what -- because of what happened last year in a lot of the flooding issues that were noticed on the streets.

The conditions of the existing pipeline has deteriorated quicker than we had anticipated. There were a lot of flooding issues on this street and then also the next project coming up that we need to -- we need to identify and -- and correct as soon as we can to minimize impact to -- to the public here.

And there is a -- there's a cost -- we -- as we go into it, we realized that the scope of the project is a little bit bigger than we originally anticipated.

We originally anticipated that we're going to replace the pipelines as they are, same sizes and so forth. But because of the flooding conditions that we found, we actually think that -- or we -- we're pretty -- or we're pretty sure that however the -- the -- the drainage system has changed over the years, we actually need a little bit pipes than what we had originally anticipated in order to accommodate the current drainage conditions.

So it's just a little bit increase in terms of the cost of the design.

The -- the next project is 21st Avenue, similar type of situation, as I mentioned, from the flooding situation last year.

And then we've also, because of what we observed, we've actually

extended the project south from Oakland Park down to Sunrise Boulevard because of the flooding conditions we found there, too.

So --

MR. ALLEN: Mr. Chairman?

MR. HUI: Yeah.

MR. ALLEN: Tony, could you just go very quickly back to the sidewalks projects?

MR. HUI: Uh-huh. Any particular one, Mr. Allen?

MR. ALLEN: Well, both of them, really, are indicative of -- earlier in the meeting -- at the beginning of the meeting, we talked about one of our objectives is to look at investments in underserved areas.

MR. HUI: Right.

MR. ALLEN: And these particular projects -- projects that are in unincorporated Broward are, in fact, underserved communities, and it serves to really beautify the area in addition to providing safe sidewalks.

MR. HUI: Yes.

MR. ALLEN: So --

MR. HUI: That -- that's a very good point and thank you for mentioning that. Uh-huh. I apologize I didn't bring that up.

But, yes, that -- it absolutely does everything that you just mentioned.

Uh-huh.

The next one is our video detection maintenance. This allows installation of additional cameras that allow us to more proactively maintain our system, our traffic signal system.

This is the third year of our program. It's going -- going along very smoothly.

No change in cost or schedules.

And so we -- it's -- the next four projects that I'm going to mention are actually new projects that we would want to get the determination of eligibility and approval on.

The -- the -- the first one is the adaptive signal performance study. We talked about adaptive signal just a little bit -- little bit today on quite a few occasions.

The County's certainly making a big investment in terms of the adaptive signal projects.

I think one of the things that our staff wants to do is to be able to -- you -- in the early part of this implementation is be able to do a in-depth study and evaluation on how effective these systems are.

And we want to take a look at before and after data so that we can take a close look at them.

In this situations, we're -- the -- we're requesting that we take a look at three sample projects throughout the County so that we can use the

results from this -- this evaluation to be able to help us if there's a way to fine tune the operations or if there's a way to improve the design going forward to the future.

We think this is a very good way of taking a -- a more detailed look at how we can improve -- continue to improve the investment that we're making.

MR. ALLEN: Mr. Chairman?

MR. HOOPER: Go ahead.

MR. ALLEN: Tony, did you engage a consultant to help you identify the areas that you're going to be putting the adaptive --

MR. HUI: Yeah.

MR. ALLEN: -- projects in?

MR. HUI: Yeah. We have. And --

MR. ALLEN: I would only suggest -- and I'm just a little concerned -- and I think to be recognized here is to -- to do this kind of performance study, a before and after snapshot, did we actually accomplish what we intended.

I think you said -- told me it was maybe a 20 to 25 percent efficiency gain in -- in flow through of traffic by doing the signals this way.

But my concern is I would suggest -- I don't know what your plans are -- it should not be the same firm that helped you design --

MR. HUI: Uh-huh.

MR. ALLEN: -- the system, it should be a different firm.

MR. HUI: Yeah. I -- I absolutely agree with you. I don't think we want to have, you know, someone that -- I actually agree with you. And I think there's multiple ways of us to handle this.

There -- there is technology platforms that's out there that we're going to take a look at a little closer in terms of, you know, whether we can perform the -- this independent study by using certain software or we want an independent consultant, you know, not people that were involved with it, but - - but someone that doesn't have a stake in this whole thing to help us along the way.

So that hasn't been determined yet, Mr. Allen, but -- but, you know, that's something that we well -- we well -- we well recognize it and we'll take your suggestion into -- into account. Uh-huh.

The next project is the Pine Island Road adaptive signal project. It's a new project. This is one of the projects that was identified in -- by our consultants in that evaluation study that I referred to earlier.

This is actually really coincide very well with what FDOT is going. FDOT is conducting a 595 arterial connectivity study.

They also identified this area, Pine Island Road, in the vicinity of I-95, as being one of the major congestion area.

Our consultant also agree that -- and recommended that this is a

project that can benefit from the adaptive signal control technology.

So we're recommending that this be implemented.

This is the Pine Island Road fiber project, and it actually ties in together with the adaptive study that I just mentioned earlier.

The -- the County has fiber -- and -- and so what this does is this actually connects the rest of it, connects to the fiber project, and it also connects to the capacity project -- equipment project that I mentioned earlier.

So we're actually -- the -- it's -- it's -- they are tied together. We can do them all. We're planning on implementing them -- or we -- we're going to evaluate implementing them together so that we can, again, minimize to the public and achieve some of the benefits that -- that -- that -- that we can -- we can gain from the -- the bundlings of the projects together.

The very last project, and thanks for bearing with me here, is Riverside Drive drainage project.

Now, many of you will recall that we have talked about Riverside Drive projects earlier. There's a couple projects that's currently ongoing right now. There is a -- there's a sidewalk project on Riverside Drive from Royal Palm down to Atlantic. There's a sidewalk project that's going on.

We also have a project to rework a lot of the swales in that area, because there's a lot of flooding issues in that area.

And then there's also a number of known repair -- the drainage

system repairs that we identified that we're also going to be doing, that -- that we're also going to be making those repairs of.

So all of that is going on at the same time right along river -- Riverside Drive.

And then when -- as we're starting to do it, there's -- we -- we got into a -- a more detailed analysis of the system. We -- we -- we typically, in these type of situations, when we're planning to do repairs, we would put a camera into the -- in -- into the underground pipeline so that we can see where the actual damages are and actual repairs are and that type of thing.

And -- and this is what -- this is what we found.

And -- and the map is a little bit misleading, so I'm going to step away. I'm going to point to it.

Here is is that right in about this area down into this area, right around in this area here, which is Ramblewood Drive to Northwest 16th Street, what we found -- what we found is is that the underground pipes in that area, instead of just being -- in -- instead of just having some areas that we need to repair, they -- a lot of them are actually crushed.

And what -- what you see are the photographs for the top and bottom that -- that -- the top one indicating that the pipelines in a lot of the area have just been actually crushed over the years.

And -- and you see the bottom photo, it's a little bit harder to tell, but

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some of the darker areas are actually break -- are actually breakages in the pipeline, and also rusted areas that -- that -- that are just sort of beyond rehabbing, beyond repair.

So those -- those -- that segment between Ramblewood Drive and Northeast 16th Street, that corrugated metal pipe, instead of just repairing them as they needed to, they actually needed to be completely replaced.

So that -- so this project is to request your approval for 1.1 million dollars above and beyond what we originally anticipated in order to replace these crushed and damaged pipelines that we have identified in the -- in -- in -- through the video inspection that we conducted.

Yeah, Mr. Alan -- Mr. Chair.

MR. HOOPER: The -- this is -- is this part of the surtax money? Can we spend money on --

MR. HUI: It is.

MR. HOOPER: I just don't -- I'm just wondering. I'm not trying --

MS. WALLACE: Roadway drainage.

MR. HOOPER: Oh, it's roadway drainage.

MS. WALLACE: It's roadway drainage.

MR. HOOPER: Okay. And then is there any indication as to why the -
- the corrugated pipe cracked, crushed like that? Did they run something over it, or what happened?

MR. HUI: Yeah, it -- it -- it's -- it's hard to tell exactly, but a lot of that pipeline is located in the swale areas, so cars driving, you know, into that area could be the reason for it. That's probably -- probably the main reason for it, I would think, just because of the force and the impact.

And I think what the issue with this is is that all of our pipelines, they -- they have a long useful life. And the corrugated metal pipes tend -- they -- it's -- have a shorter useful life than concrete.

But -- but the -- and -- and the main reason for it is is that when they get rusted over the years, they get thinner. And -- and so, you know, impacts on it is going to, you know, cause that a lot more.

So -- so don't know exactly, but, you know, heavy force, cars, whatever driving over it, probably is the main contributor to it.

MR. HOOPER: So are we replacing them with -- with the -- it says replace. What are we replacing them with?

MR. HUI: Concrete pipes.

MR. HOOPER: Okay.

MR. HUI: Uh-huh.

MR. HOOPER: Thank you.

MR. HUI: Sure. Uh-huh.

So, finally, we've gone through the slides. We've gone through them.

Thank you.

(Laughter.)

MR. HUI: Just a real quick summary. There's some cost savings associated with some of the projects that I mentioned. There's some cost increases.

The -- for -- the -- the -- for FY '22, the savings is -- is more than the additional cost.

And the new projects is 1.6 million dollars.

So from a budget standpoint, we're -- you know, we're well within our budget to be able to handle -- accommodate those.

MR. COOLMAN: Tony, the savings, though, is in one project, right?

MR. HUI: Say that again, please?

MR. HOOPER: Yeah.

MR. COOLMAN: The savings came --

MR. HUI: A couple projects, but the main -- the big part of it was the bridge, yeah. Uh-huh. Yeah.

MR. HOOPER: The big one is due to that gentleman in the corner over there.

MR. COOLMAN: Does he get a bonus?

MR. HUI: Stand up, Anh.

(Laughter.)

(Applause.)

MR. HUI: Okay. If there's no other questions, I'll be -- turn it over to Gretchen.

3 - MUNICIPAL CAPITAL PROJECTS

MS. CASSINI: Okay. So we're almost there. We're just going to talk very briefly about the municipal capital projects that are in the FY '22 recommended budget.

I'd like to point out and draw your attention to the chart at the bottom of the page where it says A, Municipal Capital Projects.

This is what's in the Broward County recommended budget for municipal capital projects.

You'll see that it is almost \$31,000,000, which is significantly above the minimum annual guarantee when you combine that with the community shuttle costs.

The amount of projects that are actually programmed into fiscal year 2022 in the five-year plan are just above \$15,000,000.

The difference between that 31,000,000 and the 15.1 million will move forward. That balance carries forward, as it has been, and it will allow us to be able -- as Angela was pointing out in their discussion earlier, it allows us to be able to accommodate the increased construction costs that are getting pushed further and further out into our five-year plan.

Also, as we mentioned earlier, we did have three municipalities

formally withdraw their projects from the program altogether.

There were two from Southwest Ranches, and then this one from Parkland.

This Parkland construction project was expected to begin construction in 2022, and that freed up a sufficient amount of funds to be able to move a Pembroke Park project that you saw on June 11th that the MPO was actually recommending for the new fifth year in 2026.

So because that is a construction project and is ranked very high, we are going to recommend moving it into '22.

Are there any questions?

MR. ALLEN: What was the nature of the Parkland project? What was the nature of the Parkland project?

MS. CASSINI: I don't remember.

MS. SILVA: Bike lanes.

MS. CASSINI: Bike lanes.

MS. SILVA: Bike lanes.

MS. CASSINI: Thanks, Lina.

4 - SUPPORT SERVICES

MS. CASSINI: There are no increase in your supportive services areas, and that includes legal, the auditor, all of the MAP Admin functions that we've talked about.

The Office of Small Business Development was also rolled into that, although we are, in -- you know, in fact, separate.

And the Program Management Office.

We expect that there may be some needs, depending on how many of these municipal capital projects actually do get to full execution, for additional staffing or resources. That would be coming to you later in fiscal year 2022 as part of a supplemental budget request. And they would come to you first.

Any questions?

MR. COOLMAN: I have a --

MS. CASSINI: Yes?

MR. COOLMAN: -- question --

MS. CASSINI: Sure.

MR. COOLMAN: -- back up on the 117. Those projects and the numbers, those are all part of what was the original 111, right?

MS. CASSINI: Yes.

MR. COOLMAN: Okay. Thank you.

MS. CASSINI: Yes. There are no new projects.

MS. WALLACE: No new projects.

MS. CASSINI: No new projects. And, actually, when you look at the five-year plan tomorrow, the municipal capital five-year plan, you'll be able to kind of visually see how the projects are getting programmed and their exact

ranked order.

MS. WALLACE: And so the initial phase was -- like if it was design, if design was funded in FY '20, then the construction -- the -- the -- the funding for the construction would be allocated in a subsequent year.

So it's just the next phase of the same ranked projects from FY -- FY '20.

MS. LOVE: What did you mention about Southwest Ranches?

MS. CASSINI: That Southwest Ranches had actually withdrawn two of their awarded projects. They received -- they received several capital projects in that first cycle, in FY '20.

They weren't very high dollar value projects, but they did withdraw both of them formally from the program.

MS. LOVE: So that's not in this --

MS. CASSINI: No, you will see that, though, in the five-year plan.

MS. LOVE: Right.

MS. CASSINI: They weren't expected to -- to require construction funding in fiscal year 2022, so their impacts are actually seen in outer years of the five-year plan, which you'll see tomorrow.

Any other questions? You just got 55 -- well, 50 minutes back of your life, because --

(Laughter.)

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MS. CASSINI: -- Mr. Chair?

MR. HOOPER: All right. I guess that's it, right? We've got until tomorrow, and we'll be starting about the same time.

MR. ALLEN: Mr. Chairman, we had a discussion earlier relative to some kind of transmittal letter to go along with this. Could we ask staff to draft up something for us for our consideration tomorrow?

MR. HOOPER: You're talking about the discussion earlier about the --

MR. ALLEN: The delay in municipal projects and --

MR. HOOPER: Okay.

MR. ALLEN: -- what we're going to do about it.

MS. CASSINI: All right.

MS. WALLACE: Yeah.

MR. HOOPER: I mean, if you guys can draft something up or if you can think of some -- a way to communicate it properly.

MS. CASSINI: Angela and I should probably have a conversation, but I -- I heard a lot of suggestions, not just the transmittal letter, but also adding this information to the award letters that will go out for the next cycle of projects in 2021.

Maybe adding this as an item to an agenda at an MPO meeting would make sense, because that is most where most municipal elected officials are

receiving information.

And then also I think we may be able to do something from a red, yellow, green standpoint in the dashboard, if that's the will of the Oversight Board, you know, moving forward.

MS. WALLACE: And I guess in response to your question, Ms. Love, I just looked, so, yes, the Parkland project was bike lanes, and the two Southwest Ranches projects were drainage projects, one on Dikes Road and one on Southwest 61st Court.

MS. LOVE: Thank you.

MR. HOOPER: Oh, and -- and, wait, you forgot the one idea that Doug Coolman had about putting it into the Sun Sentinel.

(Laughter.)

MR. HOOPER: Taking an ad in the Sun Sentinel.

MR. COOLMAN: Full page.

MR. HOOPER: Okay. Thank you everybody. Thank everybody who's working so hard on this project and on the program. Much appreciated. And we will see you guys tomorrow morning.

MR. SMITH: Thanks everybody.

MR. HOOPER: You got it.

[Audio ends.]

(The meeting concluded at 2:11 p.m.)