

City of Coral Gables City Commission Meeting
Agenda Item J-10
June 12, 2018
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Raul Valdes-Fauli
Vice Mayor Frank Quesada
Commissioner Pat Keon
Commissioner Vince Lago
Commissioner Michael Mena

City Staff

City Manager, Cathy Swanson-Rivenbark
City Attorney, Miriam Ramos
City Clerk, Walter J. Foeman
Deputy City Clerk, Billy Urquia
Public Works Director, Ed Santamaria

Public Speaker(s)

Dennis Fernandez, Miami-Dade County Bridge Engineer
Mariano Valle, Senior Vice President of T.Y. Lin
Atiq Alvi, Vice President/Head of Bridge Repair of T.Y. Lin

Agenda Item J-10 [4:15:32 p.m.]

Update on Miami-Dade County's LeJeune Bridge and Cartagena Circle Projects.

Mayor Valdes-Fauli: Yes sir.

Public Works Director Santamaria: Good afternoon Mr. Mayor, members of the Commission, for the record, Ed Santamaria, Director of Public Works. We have some recent developments in connection to the LeJeune Bridge from Miami-Dade County. The project has been under discussion for some time and also a related project, which involves the Cartagena Circle and some operational modifications.

Mayor Valdes-Fauli: Can we take them separately, the LeJeune Bridge first?

Public Works Director Santamaria: Absolutely. At this time I would like to introduce Mr. Dennis Fernandez, who is a bridge engineer with Miami-Dade County. He's also going to be bringing some other staff supporting his presentation and Mr. Fernandez will have the floor.

Mayor Valdes-Fauli: Mr. Hernandez.

Mr. Fernandez: Fernandez.

Mayor Valdes-Fauli: Fernandez.

Mr. Fernandez: Yes. Good afternoon. We have a look at three different alternates in relation to the Coco Plum Bridge, OK. It was apparently a few years back, a couple of years ago that the bridge needed to be rehabilitated or replaced. So we looked at different options; one of the options was to rehabilitate it and the second option was to replace. So, we looked at the condition of the bridge up close and it was determined that replacement was the best option. Now with the replacement option we have three different options. Number one is to replace the super structure using the 16 sub-structure, which are the piers and the piles. Option number two is to replace the entire bridge, the super structure and the sub-structure; and talking to the industry, we can up with a third option, which is replace the bridge with an open truss structure that I will get into more details. I brought some samples that you can look at, how they look like. The concern is traffic, the concern is MOT, and how we are going to do this? So, we did an analysis comparing the three different options. Option number one, which is to replace the super structure, keeping the sub-structure – let me tell you that bridge was built in 1942. The bridge is 74 years old. The bridge is beyond useful life, so replacement is eminent. OK. So option number one, total construction time, we are looking at six months. Option number two, which is replace the entire sub-structure and super structure, we are looking at nine months construction; and option number three, we are looking at five months. So, right there alternate number three is the best alternate. Now during the construction, we have to put the bridge to one lane only; option number one that would be four months; option number two, would be three months, one lane of traffic only; option number two, three months; option number three, zero.

Mayor Valdes-Fauli: Zero what?

Mr. Fernandez: Zero because we are not going to close the lane. The intent is...

Mayor Valdes-Fauli: I'm sorry and option number one, replacing the upper structure, you would close one lane.

Mr. Fernandez: One lane.

Mayor Valdes-Fauli: For four months.

Mr. Fernandez: Four months.

Mayor Valdes-Fauli: Option number two, you would close one lane for three months.

Mr. Fernandez: For three months.

Mayor Valdes-Fauli: And option number three?

Mr. Fernandez: No closure.

Mayor Valdes-Fauli: No closure of one lane.

Mr. Fernandez: Closure would be that we are going to close down...

Mayor Valdes-Fauli: The whole bridge.

Mr. Fernandez: The whole bridge for a month and I'll explain to you what we are planning to do. Let me show you a picture of what a truss bridge looks like. You can see...

Mayor Valdes-Fauli: This is the pedestrian bridge, right?

Mr. Fernandez: No. That's a vehicle bridge. It looks like a pedestrian bridge, but it's a vehicle bridge.

Mayor Valdes-Fauli: It's not a...

Mr. Fernandez: No, it's not.

Mayor Valdes-Fauli: OK, that's what I mean.

Mr. Fernandez: So, that's what we are proposing... [Inaudible]...we fabricate the bridge and...the bridge in place. The benefit is that we removed the piers in the water, so we can extend the whole channel, we will not have piers in the water, we would not have a fender system. And that will mimic, that bridge can mimic the existing pedestrian bridge that we have adjacent.

Commissioner Lago: What would be the lifespan of this bridge?

Mr. Fernandez: 75 years. So, keep in mind the interest here is that you replace that bridge – we suffer now for a month and we can have a new bridge that lasts 75 years, which is a beautiful bridge and you don't have to worry about the bridge in a long time.

Commissioner Keon: What's the name of that bridge, the third one?

Mr. Fernandez: Truss – open truss bridge.

Commissioner Keon: Open truss.

Mr. Fernandez: T-R-U-S-S.

Mayor Valdes-Fauli: And that is option number three?

Mr. Fernandez: That is option number three and that's the one that we are more inclined to utilize. Any questions.

Mayor Valdes-Fauli: You can come back later, but is that your presentation?

Mr. Fernandez: Let's talk about the Circle.

Mayor Valdes-Fauli: No, no, wait.

Mr. Fernandez: You want to hear the bridge first, OK.

Mayor Valdes-Fauli: Do we have people from T.Y. Lin here?

Unidentified Speaker: Yes.

Mayor Valdes-Fauli: Will you come up? When the County proposed this in February or March of 2017, the proposal was to replace the bridge, because the pedestrian component of the bridge was not safe enough and this was right after the County had built a pedestrian bridge right next to this existing bridge. My impression and I don't trust the County, let me start by saying that is that the County had to utilize funds before the end of the fiscal year September 30th or else they were going to lose it, so they made up this bridge replacement in order to utilize the funds. The replacing of this bridge would be catastrophic for the people living south of Sunset and for the people living north of Sunset, because it would spill an enormous amount of traffic, 70-sum thousand cars through their residential streets. You say it's one month maybe, but I've seen the

City of Miami projects, Flagler Street, Southeast First Street, etc., and that has been three and four years. I don't trust government construction, I really don't. I have called T.Y. Lin International, they are bridge experts. They go as far back as the Golden Gate Bridge, so they are eminently qualified and I had them or I asked them for the favor of looking at the bridge and giving us a report on the condition of the bridge, an impartial report. They don't have any axe to grind here. They are not going to lose any money if they don't use it before the end of the year. Yes sir, would you identify yourself and give us your report.

Mr. Valle: Sure. Good afternoon Mr. Mayor, Commissioners, Mariano Valle, Senior Vice President of T.Y. Lin and with me here today.

Mr. Alvi: Atiq Alvi, I'm the Vice President and Head of bridge repair and rehabilitation at the South Region of T.Y. Lin.

Mayor Valdes-Fauli: Would you get closer to the microphone and bring it close to you.

Mr. Valle: Sure. Actually, I would like Atiq to share with you, if we can walk through the representation that we prepared.

Mr. Alvi: Starting out with page two. It shows you the aerial and the confined area that we are in, the high traffic of this bridge, which was built in approximately 1943; 131.2 feet long in length; largest span is 64 feet long. We've got two-twelve foot lanes and bi-directional traffic. Now to get into some of the conditions, starting with the deck. We have – actually for a bridge of its age, being almost 75 years old, the deck compared to others is in very, very good condition.

Mayor Valdes-Fauli: Very good condition you said.

Mr. Alvi: Yes. You get some transverse cracking and some longitudinal cracking; and the photo on the right here is of the approach flag, which is technically not part of the bridge, this can be replaced as far as not spanning over the water. Next – looking at the deck underside which is even better than the top side of the deck. This is some of the visual inspection and we weren't able to get inspection equipment and get our hands on, but from looking at this and through the Bi-annual Bridge Inspection Report, the latest one was in May of 2016 and that's the one that we used for this condition analysis. The biggest part of the problem is these steel beams on the super structure. They are rolled steel shapes and they haven't been maintained since the bridge was constructed, so we have a failing paint system on there with some corrosion and some section loss as well. The cast and place concrete sub-structure, including the pier caps, the columns and the footings are really, again for a bridge of its age...

Mayor Valdes-Fauli: I'm sorry...

Mr. Alvi: Yes, I'll get into the ratings as we move along, but as far as it's in very good shape.

Mayor Valdes-Fauli: Very good shape.

Mr. Alvi: The fender system which is meant to be – what it's there for is to redirect the boat traffic, so it's meant to take energy absorption and hits, but there is a lot of deterioration there and it can be replaced pretty easily. So noting the deficiencies on there. On the reinforced concrete deck, which is the riding surface, we've got cracking on there. The expansion joints, those are on the deck as well, we've got leaking in those joints and some missing steel parts. The steel beams – failing paint system, corrosion and minor section loss on the webs and flange; and the steel bearings, this is what the beams sit on, we've got corrosion on them as well. Now the sub-structure is all reinforced concrete in which, I said earlier, very good condition for the age, minor cracking and delamination and deterioration of the fender system. Now these are the official ratings. On the deck rating is a 6 out of 9, considered satisfactory as a national standard.

Mayor Valdes-Fauli: Satisfactory?

Mr. Alvi: Yes. Super structure is 5 out of 9, which is considered fair, again, these are national standards and this is what I was telling you about the paint system failing and the corrosion on the beams. Sub-structure is actually 7 out of 9, which is considered good. The channel is an 8 and considered protected, 8 out of 9; this is for sculler and stability. And, sufficiency rating – sufficiency rating is something that takes the whole bridge into account. It takes the geometry of the bridge, along with the condition; it's a formula, taking many things into account. It's a 63.8 out of 100; and generally as a key rule, if its 80 or less there is justification for rehabilitation, if it's less than 50 there is justification for replacement. The health index is another factor, which is 76.66 percent out of 100. The bridge is functionally obsolete, which is not a structural item, but its more because of the bridge geometry. Again, very narrow shoulders, cars coming in from a wider road into a narrow bridge that's why it's considered functionally obsolete. And most importantly the bridge is not structurally deficient, that's very good that we don't have that classification. The low grading analysis, which is the low carrying capacity of the bridge, is 62.4 tons, with a rating factor of 1.73. Normally we look – which is not posted that's a good rating.

Mayor Valdes-Fauli: That's a good rating.

Mr. Alvi: Yes. For the assessment of the bridge. The design life of this was 50 years as Mr. Fernandez had suggested, built in '43 – 75 years, technically its gone 25 years beyond its intended service life. Its functionally obsolete, not structurally deficient and a good sub-structure

rating. So, with that the recommendation on rehabilitation would be to clean and code the structural steel super structure and the paint systems have come a long way. Apply a four-coat zinc and urethane system and also the places where there is a section loss to the steel at plate and you can fix that section. This can all be done from the sub-structure; you won't have to close it down to traffic or anything. Repair cracks in the reinforced concrete deck and extension. This can be done as night work, so in the daytime you are not going to have impact with the traffic as well. Repair sprawls and delamination in the concrete sub-structure. Replace the entire fender system which is deteriorating; and then later further investigation on type and capacity of foundation because there is limited information on that, as far as the capacity of the pilings beneath the footings. So you can look into that. Now, again, visual repair and rehabilitation is my passion that's something that I've been doing for 27 years and that's the first thing that I always look at, as far as looking at a bridge, what can be saved?- how we can extend the life of a structure?- and I looked at it in those terms.

Mayor Valdes-Fauli: Thank you sir. Are there any questions?

Commissioner Lago: Thank you. You've done an exceptional job.

Mayor Valdes-Fauli: An exceptional job and it proves your study and your experts say that there is justification for rehabilitation, but no justification for replacement. That good sub-structure rating, not structurally deficient; and you make recommendations as to repairs that have to be done clean, repair, replace, fender system can be done at night without closing the bridge, is that correct?

Mr. Alvi: Correct.

Mayor Valdes-Fauli: OK. Thank you very, very much. Are there any questions?

Commissioner Keon: Can I just ask you one question? I thought at some point somebody had some concern about the distance between the railings and there were safety issues or whatever, is any of that an issue?

Mr. Alvi: The distance between rail and...

Commissioner Keon: Between the railings on each side of the bridge that there was some concern over, there was a safety concern because of the distance between the railings, I was told, is that an issue?- is there some standard? I don't know anything about bridges.

Mr. Alvi: It's the railing and the bridge geometry that make it functionally obsolete.

Commissioner Keon: No. This railing right here, on the side of the bridge.

Mr. Fernandez: Yes. That's what he's referring to. Yes.

Commissioner Keon: Do you need to change those?- is there a safety issue with those?- are they no longer meet some code or something or what?

Mr. Alvi: When we rehab the bridge, we can put in there the – there are these vertical retrofit railings that we can put in there that are crash resistant to avoid a car from going into the water.

Commissioner Keon: OK. That's what...

Mr. Alvi: You are absolutely correct that the bridge does not meet current standard.

Commissioner Keon: Well I know and I don't know from the County what they are proposing meets some other standard, because there is only a certain amount of space there. I don't know what more you are going to do with it.

Mr. Alvi: That's part of what makes it functionally obsolete.

Mayor Valdes-Fauli: OK. Thank you very, very much and please stay around. Mr. Fernandez the problem with your option and again, I hear that you have to use the money or else you are going to lose it by the end of the year and you came up with replacing this bridge that may be a lie, but that's what I've heard.

Mr. Fernandez: That is incorrect.

Mayor Valdes-Fauli: OK. The closing of this bridge for one month, for two months, or for six months would be catastrophic for the City of Coral Gables. For those people living south of Sunset because of the diversions in it and Coco Plum, Gables Estates, etc., and north of Sunset because of the traffic that will be diverted through their neighborhoods, thousands of cars per day and if the bridge doesn't have to be replaced and can be refurbished for another 25 years, these are the experts on bridges. I bet that they have more experience on bridges than the County does.

Mr. Fernandez: I'm not disputing...

Mayor Valdes-Fauli: If it can be repaired and refurbished why not do that? Why replace a bridge at catastrophic consequences for the City of Coral Gables?

Mr. Fernandez: The rating that they are referring to on the condition of the bridge is a report that was done back in May 2016.

Mayor Valdes-Fauli: No sir, 2017. I asked for that report in 2017 when the County came up with the idea of replacing the bridge in the first place.

Mr. Fernandez: The bridge – the previous inspection was done in 2016.

Mayor Valdes-Fauli: I disagree with that.

Mr. Fernandez: The next bridge inspection report is in the process to be completed and it's going to come out soon. The low rating analysis almost done on the bridge was done back in 1995. So we are evaluating, the DOT is evaluating the low rating analysis on that bridge and I'm pretty sure the numbers are not going to be that great.

Mayor Valdes-Fauli: If the Commission agrees with me, we will oppose with litigation, whatever, the replacing of this bridge unless we are shown that it is unsafe and this report says that it isn't unsafe and that it needs to be replaced. I don't trust the County.

Mr. Fernandez: But do you trust DOT?

Mayor Valdes-Fauli: No, even less.

Mr. Fernandez: OK. The only thing I can offer you is that when the new report comes out, I can come back here and show you why...

Mayor Valdes-Fauli: I would welcome it and we will ask T.Y. Lin to give us another report on the status of the bridge.

Mr. Fernandez: And, I also extend an invitation to T.Y. Lin that when we look at the bridge with a snooperscope that's the only way you can rate those girders, you cannot see them from the bottom of the bridge, they are welcome to attend.

Mayor Valdes-Fauli: I would ask them the favor and this would be a very big favor and we'll make it up to them somehow with kindness.

Mr. Fernandez: I have a question right now. We did three options; they said that we need to replace the bridge. By the way, we don't need to spend the money before the end of the year. We

are looking at going in construction, going in construction in 2021. So of the three options, let's say that I wanted feedback, if we decide that replacement is the option that we need to go, what option would be the best option?

Mayor Valdes-Fauli: We are going to sue you that's going to be the option.

Mr. Fernandez: OK.

Commissioner Keon: Are there any functional changes to the bridge that you would...

Mr. Fernandez: On the new bridge...

Commissioner Keon: Yes.

Mr. Fernandez: ...the typical section is going to change. We are going to add on – hold on, let me look at it here, on the new bridge we are going to have a six foot sidewalk.

Commissioner Keon: But, why do we need a sidewalk if we have a pedestrian bridge?

Mayor Valdes-Fauli: But you already have a sidewalk. You already spent thousands of dollars on a sidewalk. Why do you need another sidewalk?

Mr. Fernandez: Believe it or not there are a lot of pedestrians using the bridge right now.

Mayor Valdes-Fauli: What?

Mr. Fernandez: There are a lot of pedestrians using that bridge.

Mayor Valdes-Fauli: There is a sidewalk right next to it, ten feet away from it.

Mr. Fernandez: We still have to provide sidewalk.

Commissioner Keon: OK.

Mayor Valdes-Fauli: That's a point that you were bringing last time and the need to replace the bridge there was not adequate for pedestrian traffic.

Mr. Fernandez: Actually, replace it with a wider typical section. We are going to have a six-foot sidewalk; we are going to have a five-foot shoulder on both sides and the two lanes.

Mayor Valdes-Fauli: Are you going to get rid of the existing pedestrian sidewalk?

Mr. Fernandez: I'm sorry.

Mayor Valdes-Fauli: Why don't you get rid then of the existing pedestrian sidewalk if you are going to have a good sidewalk on the bridge? It's a rhetorical question, but I think it's – for you to tell me that you are going to replace a bridge in order to put a sidewalk there when we already have a sidewalk ten feet away is silly.

Mr. Fernandez: Listen, I come from DOT, 32 years doing bridge maintenance and rehabilitation for the Department of Transportation and to me the best option is to replace.

Mayor Valdes-Fauli: To you the best option is to replace it, because you don't have to put up with the consequences with our 30,000 residents that would be inconvenienced.

Mr. Fernandez: I understand. I understand. The issue is suffer now or suffer later. A year from now....

Mayor Valdes-Fauli: Maybe ten years or twenty-five years from now, but that's ten or twenty-five years from now that maybe there will be less traffic, maybe there will be other alternatives, maybe you'll have an option four that will be less destructive. Yes, I think that the option four, which to put it off into the future, until the ten year future, maybe that's an option.

Vice Mayor Quesada: Mr. Mayor question for you. What authority do we have here? I mean can we prevent this?- can we put it off?

Mayor Valdes-Fauli: I'm going to do everything possible to prevent this.

Vice Mayor Quesada: But can we effectively do anything?

Mayor Valdes-Fauli: I don't know, but we are going to try. I'm going to try.

Vice Mayor Quesada: I'm fully supportive of your statements.

City Manager Swanson-Rivenbark: Mr. Mayor, I appreciate FDOT offering to include...

Mr. Fernandez: No – Miami-Dade County.

City Manager Swanson-Rivenbark: Oh, Miami-Dade.

Mayor Valdes-Fauli: OK.

City Manager Swanson-Rivenbark: OK. So, offering to include T.Y. Lin and we appreciate T.Y. Lin agreeing when you go do the snooper, is that what you called it?

Mr. Fernandez: Yes.

City Manager Swanson-Rivenbark: And, that you would come back to us and share with the Commission your findings.

Mr. Fernandez: Findings and the new report is going to come out.

City Manager Swanson-Rivenbark: And the new report.

Mr. Fernandez: And the new low rating analysis.

City Manager Swanson-Rivenbark: Hopefully T.Y. Lin would be willing to receive that new report as well, and so when do you see that happening? - when do you see that that report would be done and the snooper would be done.

Mr. Fernandez: The report right now is being prepared; the low rating analysis, we need to do a field review and that's the understanding invitation to T.Y. Lin so they can...

Mayor Valdes-Fauli: Without any input from us, right?

Mr. Fernandez: That's going to be scheduled for June.

Mayor Valdes-Fauli: What?

Mr. Fernandez: In June this year.

Mayor Valdes-Fauli: Without any input from us.

Mr. Fernandez: Um.

Mayor Valdes-Fauli: Right. That's exactly how the County works. It disregards the people, it disregards the...

Commissioner Keon: When is the report to be available?

Mr. Fernandez: The report is going to be available expecting at the end of the month.

Commissioner Keon: OK. The end of this month.

Mr. Fernandez: This month.

Commissioner Keon: Oh, OK. I have a question with regard to Coco Plum Circle that if...

Mayor Valdes-Fauli: Wait, wait, wait. Let's not get there yet, we will.

Commissioner Keon: OK.

Mayor Valdes-Fauli: We will. I am, and I think I speak for many of the Commissioners, adamantly opposed to this and if you are going to come up with a report at the end of the month and you are offering to bring T.Y. Lin into this, what would they do?- what would the rule be?

Mr. Fernandez: I don't understand. We'll come back here and tell you what the findings are.

Commissioner Keon: Confirm their findings.

Mayor Valdes-Fauli: Yes, but the findings are including their participation or not?

Mr. Fernandez: Yes, they'll be participating in our findings.

Mayor Valdes-Fauli: But if you are going to finish the report in 18 days, what participation can they have?

Mr. Fernandez: No, no. Let me explain to you. The reports are ready; they performed the inspection already and preparing the report. Now there is a low rating analysis; what the low rating analysis reveal is that the remaining capacity of the bridge to sustain traffic. That is right now being performed by the Department of Transportation; and following that analysis is a field review that I'm inviting T.Y. Lin to attend. So, that report we are not going to have until that low rating is completed.

Mayor Valdes-Fauli: [Inaudible]...to be replaced.

Mr. Fernandez: I'm sorry.

Mayor Valdes-Fauli: You have concluded at that point that the bridge needs to be replaced, right? Well we are going to oppose you to the hilt on that and we are very resourceful.

Mr. Fernandez: OK.

Mayor Valdes-Fauli: Do you want to talk about the Coco Plum Circle?

Commissioner Keon: I do because regardless of what happens with that bridge, at some point Coco Plum Circle really needs to be addressed.

Mr. Fernandez: The intent was to combine both projects.

Commissioner Keon: Right, but if one gets delayed or one...

Mayor Valdes-Fauli: Why do you have to combine both projects?

Mr. Fernandez: So there is only one MOT, there is only one time that the citizens would suffer.

Unidentified Speaker: Only one time impact to the traffic in the area.

Mayor Valdes-Fauli: Alright.

Unidentified Speaker: And then obviously its cost also, because then you put everything together with one cost.

Commissioner Keon: Every design that you have come up with or they have presented from your Public Works Department on the redesign of the traffic circle at Coco Plum has been, has faced tremendous opposition from the people that live in Coco Plum and for anyone that uses that on a regular basis because, I don't know whatever the standards are for a traffic circle that you are applying to that long time existing space, narrows the lanes considerably and now they are wider, they are open, they are not even striped anymore, which is probably a really good thing, because traffic flows through there very smoothly. I think at the time that we looked at this maybe three years ago; I think they had reported one fender-bender in the last ten years at that circle. So, that doesn't create – there is no danger there, there is no danger to the public there and the proposal that you are coming up with really was for new traffic circles that you were applying to this very old, very long time traffic circle; and at the time there was little input from the City or residents in it, but there was tremendous opposition from residents when you came forward with a plan.

So, I would ask that you would please involve the community that uses that on a regular basis, particularly because it has never shown or proven to cause a danger to the community ever.

Unidentified Speaker: OK. In the last three years you have had 23 accidents at the circle, so you do have...

Commissioner Keon: You have how many?

Unidentified Speaker: 23 in the last three years, accidents at the circle.

Commissioner Keon: Can we pull that from our police, because it would be all our police, so I would like them to pull that.

Unidentified Speaker: What happens is that the circle that you said is very wide doesn't really have markings and then the problem to that is that people are not really looking to see where they can go.

Commissioner Keon: You know what, I use that circle at least twice a day, at least twice a day.

Unidentified Speaker: Then the other thing that you have that we are allowing to that is not currently allowed for circles is to have parking adjacent to it. So even though you do have the parking, we are not asking to remove it. What we are doing is we are enhancing to protect, so that people backing up with those parking spaces don't interfere with the circle.

Commissioner Keon: Have you ever had an accident of anyone backing out hitting somebody in the circle?

Unidentified Speaker: I would have to check it....

Commissioner Keon: To our knowledge there never was one. So, I would just ask that we confirm that at our Police Department. OK.

Unidentified Speaker: I have to make sure that when we go and touch the circle and we put the marking as of today's standard, we have to make sure that we avoid that from happening.

Commissioner Keon: But, because it's wide enough it's never been an issue and it's never been a problem; and maybe in a text book it doesn't look like it would look if it were a newly designed circle, but functionally it functions well as a circle. But, I would ask that our Police Department

would also provide us with this, because when asked they had told us, I think there was one in the past three prior years and that was about two years ago.

Mayor Valdes-Fauli: Alright. Thank you very much. Thank you sir.

Commissioner Keon: Thank you.

Commissioner Lago: Thank you.

Mayor Valdes-Fauli: Thank you.

[End: 4:47:09 p.m.]