

**City of Coral Gables City Commission Meeting
Agenda Item G-8
August 27, 2019
City Commission Chambers
405 Biltmore Way, Coral Gables, FL**

City Commission

**Mayor Raul Valdes-Fauli
Vice Mayor Vince Lago
Commissioner Pat Keon
Commissioner Michael Mena
Commissioner Jorge Fors**

City Staff

**City Manager, Peter Iglesias
City Attorney, Miriam Ramos
City Clerk, Billy Urquia
Parking Director, Kevin Kinney
Finance Director, Diana Gomez**

Public Speaker(s)

**Azhar Chougle
Mya Sampson
Mark Trowbridge
Alex Adams
Lucia Báez
Robert Ruano**

Agenda Item G-8 [0:00:00 p.m.]

A discussion on extending the Coral Gables trolley service to include service on weekends.

(Sponsored by Vice Mayor Lago)

Mayor Valdes-Fauli: Alright, time certain, 11:30, G-8.

Vice Mayor Lago: Thank you, Mayor. This is a discussion item, but I was hoping that we'd be able to, hopefully, take some action, if possible, today. I wanted to provide you with a little bit of information because I've been working with the Transit Alliance, who's here, you know, please come up. I'd like for them to introduce themselves and briefly explain what your organization does in this community and what you're fighting for and the work that you and I have been working on to see if we can deliver more transit opportunities and options for residents not only in the City of Coral Gables, but throughout Miami-Dade County.

Azhar Chogle: Good morning, Mayor. Good morning, Commissioners. Thank you for having us. And thank you, Vice Mayor Lago, for sponsoring this item. My name is Az, and this is Mya. I'm the executive director of Transit Alliance Miami. We're a nonprofit organization fighting for walkable streets, bikeable neighborhoods and better public transit in Miami. I'm the director and Mya is our campaign organizer. Vice Mayor Lago, you might have a presentation. I'm not sure if it's cued up. If you would allow us to give us a five-minute presentation so the Commission has more...

Vice Mayor Lago: Please. Here we are.

Mr. Chogle: Background. Thank you. Alright, fantastic. So, as I said, Transit Alliance, we're a nonprofit organization advocating for walkable streets, bikeable neighborhoods and better public transit.

Mayor Valdes-Fauli: Speak slower, slower.

Mr. Chogle: Usually, I have a timer and the timer...

Mayor Valdes-Fauli: No, no.

Mr. Chougle: Today, there's no time.

Vice Mayor Lago: This is an important item and we'll give you the time that you need.

Mr. Chougle: Okay. We do that through community engagement. You'll find us on the ground talking to transit riders across the county. You'll find us advocating for policy at all levels of government, both municipal and county. And you'll find us doing a lot of research into how our transit system is performing, what it's doing well and what not so well. Of course, today I'm here to speak to you about the Coral Gables trolley, but I need to give you some additional context on why. It's because Transit Alliance is leading a project called the Better Bus Project, and the Better Bus Project is very important because two out of three of our transit riders in our county are on the buses. They're not on the trains. They're not in flying cars. They're not in FreeBees. They're not in taxis. They're on buses. And if you look at a map of our transit network, it might seem that everything is fine and dandy. But if you look a bit closer, there are some major issues that are plaguing the transit system right now. One, you'll find a lot of routes like this. Coral Gables hasn't fallen victim to something of this sort of gerrymandering, thankfully, which is why you have a very effective trolley. But this is the rest of the system that you're connecting with has the issue. It is a system with not a lot of frequency. So, if you look at the Coral Gables trolley, there is a reason that the Coral Gables trolley is the only line in red. It's the only service that services your community that arrives every 15 minutes throughout the day. You are surrounded by services that do not. And speaking more about the trolleys, every trolley system has an interaction with a county level system, and those levels of interaction depend on making the system sort of more useful, able to make effective connections, and a system overall that people can get further and faster. So, there are different interactions, and today, I'll speak about the Coral Gables trolley specifically. So, Transit Alliance is leading a redesign of the entire county bus network, which also aims to integrate trolley systems, so, the City of Miami, City of Miami Beach and Coral Gables. It's actually the first time in the country that an advocacy organization is leading a project like this. We're doing it in partnership with the Department of Transportation and Public Works

and Jarrett Walker and Associates, who's leading the technical analysis and planning. It's also the first time that a bus system redesign has been funded in a very unique way with Miami-Dade County, City of Miami, City of Miami Beach, Microsoft, Transit Center, the Miami Foundation, the Health Foundation of South Florida all coming together to fund Transit Alliance to take on this project because we've lost 25 million bus boardings over the past five years. Our transit system is in somewhat of a crisis. You can learn more about the project at betterbus.miami. I'm not going to talk more about it because I want to get back to the Coral Gables trolley and talk about it in particular. So, on any given weekday, this is what your network map looks like. And you can see the Coral Gables trolley is a very important frequent spine that's not very replaceable. But during the evenings and on the weekend, it disappears. And with any transit network, any transit network is only sort of as strong as its weakest link. Now, during -- again, during a weekday -- oh, I'm sorry. I can't go backwards. Never mind. During a weekday, it's an extremely strong link. But when it disappears over the weekend, it creates a hole in the transit network. Now, I have this very complicated diagram that I'm going to break down very quickly. Everything that you see that I've highlighted here, those are the elite transit services in the County. They run every 15 minutes a day -- every 15 minutes, sorry. The bus rides every 15 minutes. The Coral Gables trolley is a part of these very elite services. There are very few in the County, but the Coral Gables trolley is one of them. However, I've highlighted here and you'll notice there are these two holes. What these two holes represents is essentially the Coral Gables trolley is one of only two services that does not run on the weekends, and the only one that does not run on Sunday. And again, to create a transit network that actually works, we need to have that consistent connectivity. And we have this chart for every transit service in the county, if you'd like to explore it further. Also, it's evident from your own data and from your own study that was conducted in 2013 by Gannett Fleming that Coral Gables provides a very critical regional link because most of your boarding tends to be at Metrorail at Douglas Road and other connection points on Flagler, which is more of a regional connection as well. So, our recommendation would be to consider and have the discussion on adding evening and weekend service because, again, it is incredibly important for the health of the overall system, but also, five reasons it's also great for the Gables as well. It's great for residents. It's great for businesses in terms of cars don't appear magically on the weekend. So, having seven-

day service for anyone who depends on transit is very important. You have a thriving business community that does not have frequent, consistent transit service that's coming and feeding them throughout the weekend. It's great for visitors because as someone who finds himself at Graziano's on the weekend, it's quite difficult to get to Graziano's. And it's great for workers, all the people who work in Coral Gables, for them to have a transit service that they can depend on and access on because you do have a lot of traffic on the weekend as well. So, in summary, we would say that it's an overall major benefit for the Gables. And your riders want it too. So, Maya spent some time talking to riders yesterday for a few hours. Maya, do you want to speak a bit about what you found?

Mya Sampson: Sure. So, I spoke with riders, and there was overwhelming support for weekend and after 8 pm service. Among the responses I got from people were: yes, hell yes, of course and duh. They said they would go to church. They would go to the bar without worrying about a designated driver. They would go to work. A lot of service sector workers, people who work in hotels, people who work in restaurants, work odd hours on weekends after 8 pm often getting off their shifts at really, really strange hours, after 8 pm often. And not just those people too, I also spoke with a lawyer. I spoke with a woman experiencing homelessness, a retiree, a stock trader and also a hotel cleaner. All of them thought this was a no-brainer.

Mr. Chougle: Thank you, Maya. So, I'm leaving all this presentation summarized in letter form for you. But of course, we're here for any questions. And I also have some information on the FreeBee, if you'd like to go there. It's not a part of this discussion, but if you'd like to go there, I can certainly...

Mayor Valdes-Fauli: No, let's keep it on track.

Mr. Chougle: Yeah, yeah.

Mayor Valdes-Fauli: Yeah. You can have it another time if you want. Let me -- we have two more people that wish to speak, but I would like to make a comment. And everything you say is right and I am very, very much for it, but somebody has to pay for that. And there's a cost benefit analysis here. If we have 17 people ride something that's going to cost us a million dollars, then the taxpayers are not going to put up with it. Then it's a cost benefit and I'd like to hear the City Manager give us his opinion on how much it's going to cost and what benefit it's going to -- we can keep it up until 2 am, you know, to save Uber or whatever for people that work in hotels, and we'll have 17 people take it, but then how much would that cost us? So, I'd like to hear some numbers as to how much this would cost us and who would benefit and how many people.

Mr. Chougle: And if I may, I may be able to respond as well after the City Manager.

Vice Mayor Lago: I have the numbers.

Mayor Valdes-Fauli: Okay.

Mr. Chougle: I have some additional content.

Vice Mayor Lago: No, no, but...

Mayor Valdes-Fauli: No, but I'd like to hear from the City Manager, please. Go ahead, Mr. City Manager.

City Manager Iglesias: Mayor, the Saturday service would be 260 to \$270,000 for Saturday service and an additional \$225,000 for Sunday service.

Mayor Valdes-Fauli: So, it'll be \$500,000?

City Manager Iglesias: Yes, and...

Commissioner Keon: To what hours?

Vice Mayor Lago: Let me -- this is what I...

Commissioner Keon: What would be the hours?

City Manager Iglesias: And I have the -- I have the...

Parking Director Kinney: That's on the current schedule. If we expand...

City Manager Iglesias: The current schedule.

Parking Director Kinney: Hours earlier and later...

Vice Mayor Lago: So, let me...

Parking Director Kinney: I gave a price list.

Vice Mayor Lago: Let me...

City Manager Iglesias: The current schedule is from 6:30 am to 8 pm.

Commissioner Keon: Okay.

City Manager Iglesias: And the first Friday, it ends at 10 pm.

Commissioner Keon: Okay.

Vice Mayor Lago: So, let's...

Commissioner Fors: I didn't -- I'm sorry, I didn't get those numbers. What were they?

City Manager Iglesias: 6:30 am to 8 pm.

Commissioner Fors: No, no, the monetary amount.

Commissioner Keon: Five hundred thousand.

Commissioner Fors: Five hundred?

City Manager Iglesias: Two sixty...

Commissioner Keon: For the weekend.

City Manager Iglesias: To 270 for Saturday, and 225 for Sunday.

Vice Mayor Lago: Alright. So, let me just add a little bit more color to this. So, I had a meeting this morning with Kevin, and we've met multiple times in regards to this issue. And he was able to give me the numbers he's been working on for a few days. So, if you extend the trolley to 10 pm on Mondays and Fridays and you add Saturday service, \$225,000. So, if you extend the trolley from Mondays through Fridays...

Commissioner Keon: Right.

Vice Mayor Lago: Until 10 o'clock at night...

Commissioner Keon: Right.

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Vice Mayor Lago: And you add Saturdays, it's \$225,000.

Parking Director Kinney: That's on top of the 260 to 270; 260 to 270 gets you to the current schedule. So, the extra two hours at night...

Vice Mayor Lago: Yes.

Parking Director Kinney: Is an additional 225.

Commissioner Keon: Okay.

Vice Mayor Lago: So, you get...

Commissioner Keon: So, what...

Vice Mayor Lago: Two sixty...

Commissioner Keon: We're talking about is...

Vice Mayor Lago: You get...

Commissioner Keon: Seven hundred thousand.

Vice Mayor Lago: So, you get 260 -- so, I want to be clear of the numbers.

Commissioner Keon: Okay.

Vice Mayor Lago: So, what -- let me tell you why I think this is important. I think -- and I really think it's important that we at least take a vote on this today to make sure that we hold ourselves as a Commission and as a City accountable moving forward. We spend a ton of money every single day for things that are beautiful, things that bring culture to the City, but this brings money to the City. What we're dealing with right now, I think we're seeing the renaissance in our downtown. You have 40 percent of our tax base -- remember that number -- 40 percent of our tax base come from the downtown area, from the businesses, from the people who live there. The reason why we have the second-lowest millage rate in Miami-Dade County for a full-service city is because of our hustle and bustle and our spectacular downtown. If it's not for our downtown, the city has significantly higher taxes. It's just simple math. Our downtown affords us the ability to do certain things and provide certain services for this community that we would not be able to. We need to give our downtown -- it's important the legislation that you saw that I put forth today, along with Commissioner Fors, this is an example of that. Yes, it costs money, 100 percent right. But at the end of the day, we need to feed the downtown. The downtown is going to continue to grow. We're seeing inventory coming into play over the next six months to three years where projects are being delivered. And we're talking about significant projects, projects that are three, four, five hundred units. Adding Saturday service is critical, in my opinion. I'm not a proponent of moving right now and doing Sunday. Let's take a slow step. Let's this year add Saturdays, and the following year, we can add Sunday. There was a piece of legislation that I passed -- I think it was two years ago, and Ramon can speak about it or Ed. It was called the mobility piece. That was a piece of legislation that I proffered, and it's brought significant dollars to the city. I think right now we have about \$90,000 that is not encumbered that does not go to the Underline. I think we have like one point something million that goes directly to the Underline. We can use the fees from that mobility fee to pay for a portion of these -- of the fees that we will be, I guess, responsible for if we added Saturday services. I don't have a problem leaving the hours as they are right now. Would I like to extend it to 10 o'clock? Yeah, it makes complete sense. But I think having Saturday and testing it is something critical. Because if you drive by and you drive through our city on a Saturday, I mean, no one can deny that our city is transforming, becoming a true downtown. It's no longer this sleepy place that people come to only just get married and buy a

bridesmaid or a groom or whatever that may be. So, there's an opportunity here to really push the city forward and add these services that will set us apart and take us to the next level. If we don't extend it to 10 o'clock and we leave it and we just add Saturday, it's about \$260,000. We can use a portion, which is, I think, almost \$100,000 just in the mobility fee. We can use that money. As a Commission, we can allocate it towards that. Whatever money's not allocated towards the Underline, we can -- within that -- the legislation that I wrote, which is 1,000 feet of development -- 1,000 feet from the Underline, all those impact fees go towards the Underline. Let's use it for the trolley service. My goal in the future is to not only extend to Sunday. My goal in the future is to extend a trolley that goes down Ponce and connects with South Miami and connects with West Miami. Being on the TPO -- and I don't know if -- I don't want to speak for my brothers on the Transit Alliance but being on the TPO has been an eye-opening experience. Do not wait for the County to deliver on transportation. It'll never come. The half-penny is a clear example of the failure of the County in reference to anything that deals with transportation. It's un -- they will never deliver. We, as a community, need to provide and we're continuing to provide with the FreeBee, with the scooters. We need to provide for the residents and for the business community the mobility that they desire and need.

Parking Director Kinney: You spoke about the 2013 study. This is absolutely one of the expansions we looked at at that time. In fact, it's gone through the budget process a few times, the expansion of service. We -- several items from additional trolleys to reduce headways, to covering holidays. One that has always been considered is Saturday service. It is our expectation we will get about 75 percent ridership, which a typical day is almost 5,000. So, we're expecting almost 4,000 people to ride the trolley on a Saturday.

Commissioner Mena: What is that based on?

Mayor Valdes-Fauli: Sir -- yeah, please sit down.

Parking Director Kinney: Just based on the fact that there's a few...

Mayor Valdes-Fauli: Sit down.

Parking Director Kinney: People who would to be accessing it on Saturday. The people that come down...

(COMMENTS MADE OFF THE RECORD)

Mayor Valdes-Fauli: I'll call you up next.

Parking Director Kinney: To the offices...

Mayor Valdes-Fauli: Please sit down.

(COMMENTS MADE OFF THE RECORD)

Parking Director Kinney: Well, except for one of our major ridership areas is service workers, and they will all be using it on Saturday. Now, the office workers, yes, that portion of the ridership...

Commissioner Mena: Right.

Parking Director Kinney: Goes way down.

Commissioner Mena: That's why I was asking where you got the 75 percent number...

Parking Director Kinney: Yeah.

Commissioner Mena: From.

Parking Director Kinney: No, it's service workers.

Commissioner Mena: Do you have that -- do you have data to support that or is there...

Parking Director Kinney: It was the estimate created by Gannett Fleming.

Commissioner Fors: And how are those service workers getting, in your opinion, getting to work now?

Parking Director Kinney: On Saturday?

Commissioner Fors: Saturday.

Parking Director Kinney: They're driving.

Vice Mayor Lago: Kevin, if I may. I just -- you know, besides the insight that you're giving, which I think is very important, I want to hear from the Chamber. Because I think the Chamber can provide a little bit of -- I contacted Mark and it was my faux pas and I apologize to him. I contacted him late two days ago, and obviously, he needed the support, obviously, of the Chamber before he provided me with a letter that I requested showing support for this. I want to hear what the Chamber has to say also in reference to whether this makes sense, and would it benefit the city as a whole.

Parking Director Kinney: Just one...

Vice Mayor Lago: Yeah, please.

Parking Director Kinney: Final comment...

Commissioner Mena: I still have a lot of questions...

Vice Mayor Lago: Oh, no. I didn't...

Commissioner Mena: Before Mark speaks.

Vice Mayor Lago: I'm sorry. I didn't know you weren't done. I'm sorry.

Commissioner Mena: No, no, no.

Vice Mayor Lago: I apologize.

Commissioner Mena: Because...

Vice Mayor Lago: My bad, my bad.

Commissioner Mena: I have a lot of questions on the data.

Parking Director Kinney: The last comment I would make is just that the City has made a commitment to transit. Every penny we get from CITT is spent on public transportation. So, we've made a commitment, and yes, we recognize there's improvements we can make in our system and expansion is always something we considered. But the other one that you mentioned was the going to South Miami. That was also in the study. We are probably, in '20, looking at another master plan to try and figure out where we expand and what makes sense.

Vice Mayor Lago: Kevin, and if I may just address your comment about the commitment that the City has made. And I agree, we made a commitment, but it's an easy commitment.

Parking Director Kinney: Yes.

Vice Mayor Lago: Okay. Let's be honest with ourselves and let's be transparent. It's an easy commitment based on the half-penny. That mandate from the TPO and the CITT that 20 percent of the half-penny go to certain cities so that they can implement the trolley. This happens to be that we do a great job and we exhaust every single cent that comes out of the half-penny.

Parking Director Kinney: What you have done, though, that is above and beyond is we're only required to spend 20 percent of it on...

Vice Mayor Lago: I know.

Parking Director Kinney: Transit, and we...

Vice Mayor Lago: I know.

Parking Director Kinney: Spend 100 percent.

Mayor Valdes-Fauli: Okay. Let's -- Mark, and then we have some people that wish to speak, so let's...

Mark Trowbridge: Certainly. Thank you, Mr. Mayor, and I'm going to thank the Vice Mayor for the invitation. We did speak via email. But you know, from its inception, the trolley has been a wonderful economic tool, as much as it has been a transportation tool. And so, I think you heard some of the data from Kevin with the ability to move many of our employees through the city not only to come to work and leave from work, but to also be able to use that during the day as a circulator, if you will. A number of years ago -- and I told Az this when we talked a couple days ago -- we were interviewed with regard to sort of a trolley master plan as part of an overall transit plan. And one of the things we prioritized was expanding the hours, that included not only later

into the evening, again, pre-FreeBee -- I just want to make that clear, pre the FreeBee -- later into the evening because we do have folks on later shifts that might come in in the middle and then be caught in that gap, and then weekends. We also advocated for a kind of a downtown lunchtime loop that would run east-west that would bring folks basically right into the core from the outskirts, with some type of connector tool. And then the third was potentially expanding to the airport. I have since been informed that is no longer an option just based on the rules of engagement related to the trolley. But just to give you an idea of sort of how we prioritized things at the time at the Chamber, the FreeBee has obviously added to that because that does operate later and into the weekend. But the trolley is a masterful tool in terms of bringing our employees here to the core. And as I remind you, the city nearly doubles in size Monday through Friday in terms of employees. For 51,000 people that live and reside here in the city, we get almost that many number of people that come in from other municipalities and other places to come to work. And so, those things are great tools to alleviate some of that traffic and congestion, but also give folks an alternative who don't want to bring a car, don't have a car but need to get to work. And we need to find ways to make sure they can get to work and provide.

Mayor Valdes-Fauli: Thank you, Mark.

Mr. Trowbridge: Thanks.

Mayor Valdes-Fauli: I'd like to call -- I'd like to -- before continuing, I'd like to point out to the Vice Mayor...

Vice Mayor Lago: Yes, sir.

Mayor Valdes-Fauli: That I am the person who, in the '90s, started and got the funds for the trolley. So, I...

Vice Mayor Lago: You well deserve that. You worked hard on that. And as a matter of fact, on multiple occasions when I've...

Mayor Valdes-Fauli: So, don't every forget that.

Vice Mayor Lago: When I've been at the TPO, I've actually acknowledged your efforts...

Mayor Valdes-Fauli: Okay.

Vice Mayor Lago: In getting us the trolley. That was great.

Mayor Valdes-Fauli: Axel -- I'm sorry, Alex Adams, wishes to speak. Alex Adams. Yes, sir. You will have two minutes to speak.

Alex Adams: Sure. Thank you.

Mayor Valdes-Fauli: Thank you.

Mr. Adams: Thank you, everyone. First of all, I am very pro for the trolley. I'm a person that has, ever since I graduated from the university, I've lived in three different places and they've all been right around downtown. And I think downtown has become, as Vice Mayor said and others, much, much, much better recently. Some of the things that people don't realize, though, we have to have connections to the trolley. So, I would also like to see things like additional bike lanes, additional bike storage spots, bike racks. And the other thing that you should also think about, knowing that this is costing us beyond our half-cent, is that as the City grows, we get more money from the half-cent. The half-cent is proportional based on the County's population. So, when you see things like annexation, that would grow the population, which would grow the half-cent pot, which would make it so that you're not paying as much for this trolley. So, we need to think holistically between the trolley, between the bike, between annexation, other items. And the one

thing -- one item I would disagree with the Vice Mayor is I wouldn't want to see any money come away from the Underline because I think getting the Underline started -- Brickell is starting their share of the Underline, and I think Coral Gables has got to start their share. And I think with the trolley garage expansion is a great opportunity.

Vice Mayor Lago: May I correct one of your statements?

Mr. Adams: Okay. Did I...

Vice Mayor Lago: The les...

Mr. Adams: Hear it wrong?

Vice Mayor Lago: Yeah. The legislation that I wrote, which is to fund the Underline, it takes impact fees from 1,000 feet from the Underline.

Mr. Adams: Okay.

Vice Mayor Lago: So, the impact mobility fees that I'm talking about are outside that 1,000 feet. So, we have about 90...

Mr. Adams: Okay.

Vice Mayor Lago: Ninety plus thousand dollars. I'm not intending to touch anything -- any monies that are set aside for the Underline. We're all big proponents of the Underline and see the value.

Mayor Valdes-Fauli: Thank you, sir.

Mr. Adams: Thank you.

Mayor Valdes-Fauli: Thank you very much. Lucia Báez.

Lucia Báez: Good morning, everyone.

Vice Mayor Lago: Good morning.

Mayor Valdes-Fauli: Perfect. Thank you. Now we can hear you.

Ms. Báez: First of all, I want to thank you all for the service you provide, which is excellent because whatever you want to do in favor of your people is well worth it. My age group is an age group that has limited budget because we don't earn income due to the fact that we already did work and now we are in our beautiful stage in which we receive in many ways. I think that extending the trolley services for the weekends would be very possible. I just came from the dentist, for example, and I interviewed the dentist assistant that worked with me. I have not noticed that many people nowadays commute and work here, and they come from Homestead. And they receive a service, the express bus, to Dadeland South. Then from Dadeland South, they come to Douglas via the train and then they get the trolley to move around to work over here. Most of the nurses that work is an example because I don't have any tax. I don't have anything, you know, about costs or anything. But most of the nurses that work in -- at the Palace, for example, for the elders and at the dentist, they live in Homestead and then they move. They spend \$5 a day approximately in buses and that. So -- and they provide a lot of service. Coral Gables is a privileged zone.

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Báez: We really are blessed to be here.

Mayor Valdes-Fauli: So, you're in support and we thank you for your opinion.

Ms. Báez: No, and I thank you guys. I mean, I shouldn't say the word guys.

Mayor Valdes-Fauli: Of course, you can.

Ms. Báez: I thank you...

Mayor Valdes-Fauli: And girl.

Ms. Báez: For the service.

Mayor Valdes-Fauli: Thank you, ma'am.

Ms. Báez: And thank you.

Vice Mayor Lago: Thank you very much.

Ms. Báez: Okay.

Mayor Valdes-Fauli: Robert Ruano. This is the trolley, not bicycles.

Robert Ruano: I'm sorry. What was this again? I forget sometimes. Thank you. Robert Ruano, 1544 Murcia Avenue. First, I'd like to say thank you to Vice Mayor Lago for bringing this up. This has been a long time in coming, and this discussion has been a long time in coming. I'm here on behalf of Bike Walk Coral Gables. And we voted and our board was overwhelmingly in support of extending this. As some of you may know, we've been doing -- and hopefully, we'll do it in partnership with the City next year -- Gables Bike Day for eight years now. And one of the first things we had was it was on a Sunday and one of the first issues was we didn't have a trolley. How

do we get people there that didn't want to come on a bike, that didn't have a bike and wanted to rent one there? So, it was something that we're always thinking about, that we're always getting -- talking to the City and saying, okay, we'd like a trolley. How much will it cost? Oh, it's too much, so we can't do it. I think there is so many events that happen in the downtown that this would be used. I also think that -- and if you haven't been there, I recommend you do go to Delray Beach. If you haven't been to Delray Beach, you can take the Tri-Rail up to Delray Beach. At the Tri-Rail stop, there is a downtown -- a free trolley that takes you up -- takes you down Atlantic Avenue, takes you all the way down, and it has a FreeBee that connects to those. This is exactly the same thing. People could come here regionally, if the Tri-Rail expands to the downtown or even on the Brightline. Regionally, they can come here without a car, experience the city, the just get back on a trolley and leave. And obviously, for the restaurants at night, it's going to be -- have a huge impact. So, if we can find -- and this is not a dig on anybody -- but if we can find \$180,000 to paint crosswalks, we can find 250 to expand the trolley. Thank you.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: Remember, that the \$180,000 doesn't come from the taxpayers. Remember that. And the last two are the Transit Alliance people that have spoken already. What is the Commission's...

City Manager Iglesias: Mayor, if I may. Mayor, just to look at it from the budgetary side. We have a very aggressive infrastructure program that we're going into now. I just have to say that because we are spending quite a bit of money in the next two or three years on that. This is a reoccurring cost. The mobility impact fee is not a reoccurring revenue. So, I just want to make those points out. And we do have a 100 percent -- we're spending all our CITT money and a 200k FDOT grant strictly on transit. So, we spend over \$2 million on the trolley right now and about \$400,000 on FreeBee. And that's all going towards our transit system. So, we have to look at this -- I'm looking at this from a budgetary perspective. It's an additional 250 to \$300,000 a year that we have to find. And so, that's...

Mayor Valdes-Fauli: Thank you. Mr. Chougle, you want to finish up? One minute...

Mr. Chougle: Yes, sir.

Mayor Valdes-Fauli: And speak slowly.

Mr. Chougle: If I may ask the technical team to bring up the very last slide in the presentation, if it would be possible, the very last one. I'm going to say something that nobody is going to like, but I must bring it to your attention. This is preliminary data on your FreeBee versus your trolley. When we look at transit services, the way you should really think about it is always boardings per hour. This is preliminary and I can tell you the margins are (INAUDIBLE) and what I'm not sure about, but this is preliminary. And your FreeBee is a five boardings per hour service. Your Ponce trolley is a 60 boardings per hour service. It is not for me to tell your city which one is more important and what to do. But it is for us to be conscious of that with your FreeBee you are essentially subsidizing trips that may have been performed by Uber or some other mechanism. And with the trolley, you are providing mass transit and they are very different services and different investments. Again, it's not for me to tell you which to do, but I wanted to bring it to your attention given that it's not my intention to come here and say please spend all this money. But also, the City of Miami and Miami Beach are a part of this program as well, and they are undergoing it in a cost neutral manner, and I think there's ways to think about where we spend money.

Mayor Valdes-Fauli: Thank you, sir.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: Thank you very much.

Parking Director Kinney: I do need to respond to that.

Mayor Valdes-Fauli: Yes.

Parking Director Kinney: Because you voted just less than a year ago to do a pilot project with FreeBee. FreeBee has been a very popular service in the Gables. And we actually have a grant from the State that pays for half of it. Yes, the City is investing a little over \$200,000 a year...

Vice Mayor Lago: Well, just to be clear, I want to make sure my colleagues understand that there's also a demonstration project that we applied for through the TPO that...

Parking Director Kinney: Yes.

Vice Mayor Lago: Pays close to three hundred and something thousand dollars I think is correct.

Parking Director Kinney: Yeah. But...

Vice Mayor Lago: So, the demand -- I understand the demand is there and I appreciate all modalities.

Parking Director Kinney: Yeah.

Vice Mayor Lago: All modalities are important to try to achieve our goal of moving people from Point A to Point B.

Parking Director Kinney: Right. And its target is a little different than a standard transit. And I do believe it's been relatively successful for the six or eight months that we've had it going.

Vice Mayor Lago: Very successful.

Parking Director Kinney: But we will do the studies. And yes, if you look at it as a pure cost per passenger model, FreeBee's a little bit expensive.

Mayor Valdes-Fauli: I find it...

Parking Director Kinney: Much more expensive than the trolley.

Mayor Valdes-Fauli: A little contradictory for Transit Alliance to even imply that we cannibalize the FreeBee in order to fund the trolley. And I think that that's wrong, and I don't think that that's appropriate.

Parking Director Kinney: Well, I think when we get to the end of the demonstration project, there will be an evaluation. And as staff and the Commission will decide whether it's really a valuable tool to use. But at this point, I can tell you it's very popular.

Vice Mayor Lago: So, Mayor, if I may wrap this up. I want to just -- I know we have a lot of things on the item -- on the agenda. I want to first always commend the Manager for his efforts. I know that he tries to keep the eye on the prize and we have a lot of items right now when you talk about infrastructure that is going on. But with that being said, we're talking about \$250,000. We have \$90,000 right now, a little bit more in the mobility fund.

Commissioner Mena: It's just for Saturday, what you're saying?

Vice Mayor Lago: Yeah, just for Saturday. Just for Saturday, \$90,000. I think that if -- I think that we have to be bold. I think we need to take a statement here. We spend a lot of money -- I'm not saying if it's good or bad. I think we're very careful and very prudent as a Commission to make sure that we stretch every dollar and we spend the dollars adequately. But this is an issue that I think that we need to -- if we have to cut our budget, we have to cut our budget. If we have

to ask department heads to say, hey, listen, cut one percent, two percent from your budget, if you have to be more efficient, this is something that will pay dividends. We're reinvesting in our community. We just heard from Kevin that over 4,000 -- that they expect about a ridership of over 4,000 people. When we go to the downtown and you see our downtown transforming, the people who ride this trolley are the people who work in our communities. They're the people who come and take care of our children. They're the people who come and help us, you know, at restaurants. They're junior accountants, junior lawyers, dentists, doctors. There's a litany of people who use...

Mayor Valdes-Fauli: We've made those points.

Vice Mayor Lago: I know, but I...

Mayor Valdes-Fauli: Would you like to make a motion?

Vice Mayor Lago: I will. I'm going to make a motion. I think that we need to -- and I understand the Manager's comment and I agree. But we need to take this step forward and we need to consider how we can lower our expenditures. We need to be careful. As we all are in our homes, you know, how we spend our money, we need to find ways to fund this because this is critical for the future of our downtown, especially as more and more buildings are coming online. You see -- I'd probably guess that you're going to have two or three thousand units coming online, you know, in between North Gables all the way to Douglas and all the buildings that are currently built. I think that this is critical for the future of our downtown that pays over 40 percent of our tax base in Coral Gables.

Mayor Valdes-Fauli: Okay.

Vice Mayor Lago: So, I'm willing to make a motion on this issue to...

Mayor Valdes-Fauli: Do it.

Vice Mayor Lago: Request that the City Manager and the City staff push forward and find the necessary funds to adopt Saturday trolley service.

Commissioner Keon: I...

Mayor Valdes-Fauli: Is there a second?

Commissioner Mena: Just second -- I'll second for discussion.

Vice Mayor Lago: Yeah, but...

Commissioner Mena: But I'm...

Vice Mayor Lago: Discussion is perfectly fine.

Commissioner Keon: Yeah.

Commissioner Mena: But I'm not...

Commissioner Keon: Discussion.

Commissioner Mena: Yeah.

Commissioner Keon: But I'm not so sure...

Commissioner Mena: Here's...

Commissioner Keon: What I'm going to do.

Commissioner Mena: Here's my...

Vice Mayor Lago: Of course.

Commissioner Mena: My predicament. Look, I'm all for it in concept, and I appreciate you bringing it up. I think it's an important discussion. I feel like there's a glaring lack of data and information that I'm just not being provided. I didn't see any data from staff. Kevin told me the 75 percent, but like, I haven't seen the underlying information. I need -- you know, we need to see that information to make these kinds of really important decisions, you know. If -- for example, one of the things I really agreed with the Vice Mayor and I would also love to see expansion into other areas. How much does that cost relative to...

Vice Mayor Lago: I wouldn't be that bold.

Commissioner Mena: No, no. But I don't know how much that costs relative to what we're talking about here, for example. Maybe you do, but you're not -- you haven't told me that yet.

Vice Mayor Lago: Well...

Commissioner Mena: So...

City Manager Iglesias: Commissioner, if I...

Vice Mayor Lago: So...

City Manager Iglesias: If I may say. The Parking Director and I have been in discussion already about doing a brand-new study because I think it's warranted at this time and to look at where it is

that we might be able to provide service in the trolley. So, we have been in discussion in this to do one for 2020.

Commissioner Mena: But just -- you know, I don't -- whether or not a study is necessary, I just -
- I don't know because I don't know what current data we have. I don't know what other options
we have. I don't know where the money to pay for this is going to come from. To Vice Mayor
Lago's point, I'm sure it can come from somewhere. There's no doubt about that.

Vice Mayor Lago: Two hundred -- we're a \$200 million city.

Commissioner Mena: Right, right. So -- but tell me where it's coming from because...

Parking Director Kinney: Well, we have to...

Commissioner Mena: Because to some of the comments, you know...

Vice Mayor Lago: Real quick.

Commissioner Mena: If I may finish. To some of the comments, you know, Mr. Ruano, you -- I
hear your point, but I also think it's somewhat unfair because the other funds we're talking about
come from a fund, right? And we have enough money in that fund to pay for those things. Whether
or not we decide to do it or not is a different question. We have funds for this and we're using
them, but we are using 100 percent of them, and so, this is a little different. We need to find the
funds somewhere, you know, maybe Transit Alliance has some suggestions on, you know, getting
more funds from some other source that we're not aware of. I don't know. I just -- I feel like I'm
all for this. I commend the Vice Mayor for bringing it up, and I would like to pursue any avenue
to be able to do this. I would just like to see more information from you. And you know...

Vice Mayor Lago: I just want you to have the numbers.

Commissioner Mena: Yeah. You have this. Just for example...

Vice Mayor Lago: I literally just got this this morning, just so you know.

Commissioner Mena: Right. There's nothing attached to our agenda item. There's literally not one attachment.

Parking Director Kinney: Well, I didn't...

Commissioner Mena: And so, I'm trying to get more information and there's not even a presentation today. So, I just -- it's a very hard decision for me to make without more information.

Vice Mayor Lago: May I just add a comment? I think, in principle -- and I don't want to speak for the entire Commission -- but I think that everybody's in favor and they would love to have Saturday service. Like you mentioned, we're talking about potentially 75 percent, 4,000 people who would use it on a Saturday. I mean, those are hard numbers. Those are numbers that are there right in front of us.

Mayor Valdes-Fauli: How many people would...

Vice Mayor Lago: Four thousand people would use it on Saturday.

Mayor Valdes-Fauli: I thought he said 400,000.

Vice Mayor Lago: No, no, no. My god, then we'd need a lot more than just trolleys.

Commissioner Keon: Four thousand.

Commissioner Mena: I don't know if those -- respectfully, I don't know if those are hard numbers.

Vice Mayor Lago: They're coming...

Commissioner Mena: Because I haven't seen them.

Vice Mayor Lago: They're coming from Kevin.

Commissioner Mena: I know.

Parking Director Kinney: It's an estimate...

Commissioner Mena: Yeah.

Parking Director Kinney: Based on the current ridership.

Vice Mayor Lago: But I mean, again, what I don't want to do -- and this is just my opinion. Take it for what it's worth. It happens at the County and it happens to a lot of us. I don't want to get bogged down in studies. I know studies are critical. We have a study from 2013. Our city has only grown since 2013. The amount of projects coming online has only grown. The amount of people moving into downtown -- because like I mentioned before, the mass failure at the county level to deliver mass transportation, people want to live within five or ten minutes from where they work. So, what's going on? People move to North Gables. There's a lot of people moving to North Gables. You know, it's very hard to find an open apartment anywhere in our city right now that's affordable. So, people are moving to be closer to their work. And what are they using? They're using the trolley. They're using the FreeBee. They're using the scooters. So, you're going to see that this is -- I mean, the trolleys are packed with people using them. I mean, can you disagree with that or no? I mean, the trolleys...

Parking Director Kinney: We're at about 1.1, 1.2 million people a year.

Vice Mayor Lago: Which is significant, so...

Mayor Valdes-Fauli: But let's hear from...

Vice Mayor Lago: I mean, I think we have -- if we're going to vote on this today, I don't want to put any pressure on my colleagues. I just don't want to see this, you know, get pushed back and pushed back and pushed back waiting for a study.

Mayor Valdes-Fauli: Let's hear from Commissioner Fors and...

Commissioner Fors: Yeah.

Mayor Valdes-Fauli: Commissioner...

Commissioner Fors: I, like...

Mayor Valdes-Fauli: Keon.

Commissioner Fors: Commissioner Mena and the Vice Mayor, I'm 100 percent for extending the hours. I'm just -- it's a tough one for me because I'm not ready to do it based on the data we've reviewed. I think the two most important things I'd like to see -- I also do not want to get bogged on -- bogged down on other studies. I think the best study would be if we start doing it and see what it looks like and pull back. The two factors I'd probably like to hear more is what Commissioner Mena said is possibly in the next meeting here, what we're going to sacrifice exactly to be able to do it financially. And by the way, I'm prepared to make significant sacrifices and give up on other things in order to do this because I do believe it's a great idea. And secondly, I'd like to hear more about -- and I don't know a lot about this -- but the question of whether -- if it

even is a question -- of investing in enhanced connectivity versus extended hours. I'm assuming that enhanced connectivity is probably a much more expensive proposition than just extended hours or not necessarily?

Parking Director Kinney: We're actually looking at both.

Vice Mayor Lago: Both.

Parking Director Kinney: With connectivity, there's actually a whole other layer of issues. We have projects -- large projects that are going to contribute funds to help with the connectivity issue. In fact, one to the location Commissioner Lago was -- or Vice Mayor Lago was talking about is the Gables Station is donate -- contributing funds to help us get closer to South Miami. And that will likely be in next year's budget. Where we got -- we have reviewed all kinds of expansion options several times. In 2017, because of streetscape, we chose to do the FreeBee because it seemed like the most logical thing. And then we got the grant from the State to do a pilot project on FreeBee. So, that \$200,000 we had to look at expansion went to FreeBee. So, at this moment in time, every penny that we get from CITT is spent. So, there was no proposal that came to you for FY '20 for any kind of expansion because my direction is to live within your budget. And so, right now, we're spending every penny that we have for transit. Do I think Saturday service is a valuable thing? Absolutely. But you know, I do have to find -- figure out how to pay for it.

Mayor Valdes-Fauli: Commissioner Keon.

Commissioner Keon: Yeah. I agree that, you know, you can provide as much service as possible and it would be nice if you have the dollars to expand that service. But you know, the intent or the purpose of the FreeBee was to bring working people into the downtown -- I mean, the trolley when we started it was -- the intent was to bring more people into the downtown. So, I mean, I still think people work on Saturday, so I think you can, you know, expanding it to Saturday is a good thing. You know, I think the FreeBee is popular and it is convenient. I think you do get

more bang for the dollar with the trolley than you do for dollars expended on FreeBee. Now, is some of the CIT money goes to FreeBee as well?

Parking Director Kinney: Approximately, \$200,000.

Commissioner Keon: Okay. I mean, I would -- you know, I don't think FreeBee needs to go to the Metrorail station as long as you have a trolley. I don't think the -- you know, the FreeBee needs to go to some of these other places. I mean, if our real transit issue is taking people, you know, from one hub and into the city where it can also connect with, you know, the trolleys from Miami and whatever that are going to Flagler; it is a connection. So, I do agree with that. But you know, until we can actually earmark that money, I'm not prepared to do that because I know, you know, in working with a variety of neighborhoods and different neighborhood projects and drainage projects that need to be done throughout the city, I mean, I'm not going to give up a drainage project for this transit because it -- the transit may be better on the trolley, but you know, there's still other transit options and shared ride services and those kinds of things can do it. Where, you know, the drainage issues, we have to take care of, we have to deal with those things. So, I don't know -- you know, if you can come back and tell us in the budget where you can find those dollars, you know, what -- you know, if you look at FreeBee and you decide, you know, what is the best route for FreeBee and whatever and can money come out of that to be shifted over to the trolley and if there are, you know, other resources to be able to do this. But you know, we're coming into the budget season. We're going to pass a budget next month. It's been laid out. I know -- I mean, I know there's projects I want to see done that I'm being told that there's no money to do.

Commissioner Mena: Right.

Commissioner Keon: So, I'm not prepared to do this. And it's not that it's not worthy. It is worthy, but I need to know what am I giving up to do this. And I'm not giving up drainage of somebody's neighborhood to do it.

Mayor Valdes-Fauli: Thank you.

Commissioner Keon: And I'm not giving up other things to do it, not at this moment. So, I'm supportive of it if it would come back with some more information that tells me, you know, what the costs are and where the revenue is going to come from on this. And if we have to push it off until we identify a revenue source to do this, we can do that. I mean, I know that, you know, the trolley is free. Does the trolley have to be free?

Parking Director Kinney: It does not have to be free. It has to be free for...

(COMMENTS MADE OFF THE RECORD)

Parking Director Kinney: Anybody on the Metrorail.

Commissioner Keon: It is...

Parking Director Kinney: So...

Commissioner Keon: It has to be free for anybody on the Metrorail.

Parking Director Kinney: Yes.

Commissioner Keon: Okay. Well, then you need to...

Parking Director Kinney: But...

Commissioner Keon: Keep it free.

Parking Director Kinney: Yeah. We've...

Commissioner Keon: Okay.

Parking Director Kinney: Looked at the possibility of charging and it doesn't make any sense.

Commissioner Keon: It doesn't make sense. So...

Mayor Valdes-Fauli: Okay. We have...

Commissioner Keon: I mean, you need to look for the dollars.

Parking Director Kinney: And I would just let the Commission know that one of the strings for the FDOT grant which is \$600,000 is I have to run to the Douglas Station.

Commissioner Keon: Absolutely.

Parking Director Kinney: That was required. So...

Commissioner Keon: Well, the...

Parking Director Kinney: I would agree that...

Commissioner Mena: FreeBee.

Parking Director Kinney: The FreeBee...

Commissioner Mena: That was the FreeBee. You're talking about the FreeBee.

Parking Director Kinney: Yeah. I think in...

Commissioner Keon: Oh, okay.

Parking Director Kinney: The future, if we're paying for it...

Vice Mayor Lago: But that's as...

Parking Director Kinney: Ourselves, that probably would not be part of it. But to get the grant...

Commissioner Keon: I see.

Mayor Valdes-Fauli: Except that that's the...

Parking Director Kinney: From the state...

Mayor Valdes-Fauli: Most popular programs we have.

Parking Director Kinney: Yes.

Mayor Valdes-Fauli: And I'd like to see somebody...

Vice Mayor Lago: Just so you're aware because you keep referring to FDOT. That's a demonstration project.

Commissioner Keon: Right.

Vice Mayor Lago: It's one of...

Commissioner Keon: So...

Vice Mayor Lago: Eleven that came out of...

Commissioner Keon: Right.

Vice Mayor Lago: The TPO.

Commissioner Keon: So, we don't know that it...

Vice Mayor Lago: But let me...

Commissioner Keon: Will be refunded anyway.

Vice Mayor Lago: Let me make sure you're not -- I'm not sure if that'll be funded continuing moving forward.

Commissioner Keon: Right.

Vice Mayor Lago: So, you're going to have that issue to deal with. This Commission is going to have that issue to deal with maybe in the near future. But I want to address your comments about drainage. I haven't at one point said that we should -- we have enough of a tight budget, but I have not said at one point that we should not do drainage or not do this or not do that. My comments were let's find opportunities to streamline the budget. Let's make sure that we, you know, hold ourselves as tight as possible to deliver on certain projects like this which will pay, in my opinion, significant dividends. I'm not calling for any, you know, project to be slashed. Like my colleague just stated, we don't have enough money to do everything that we need to do and that we aspire to do. But this is a project which I think with -- you know, will pay it forward tenfold in the future because you are activating your downtown which is critical to the future of the city on a Saturday.

If you go by the downtown on a Saturday, it gets busier and busier and busier as people move in and enjoy the Saturday, besides the people that are working in our downtown. So, I think this is something that, you know, we just can't say, hopefully, in the future we'll be able to fund it or let's try to find a funding mechanism. I think we need to find, you know -- move forward on this issue. Use the \$90,000 plus that we have in the mobility fee and find the delta, the delta being \$170,000. Find it in the...

Mayor Valdes-Fauli: Okay.

Vice Mayor Lago: Commission.

Commissioner Mena: Is that -- is the mobility fee that you've been referencing the non...

Vice Mayor Lago: The non...

Commissioner Mena: Underline portion?

Vice Mayor Lago: Underline, yes.

Commissioner Mena: Is that...

Vice Mayor Lago: And I see Diana...

Commissioner Mena: I assume that's been generated over more than one year?

City Manager Iglesias: That's a nonrecurring fee.

Vice Mayor Lago: And it's not...

City Manager Iglesias: It's an impact fee.

Vice Mayor Lago: It's an impact fee.

Commissioner Mena: So, it's...

City Manager Iglesias: Not recurring.

Commissioner Mena: A moving target.

Vice Mayor Lago: Yeah, it's a moving target.

Finance Director Gomez: And coincidentally, over the past -- I think it's the past two years, so it's about \$45,000 a year, that's just because that's what development was...

Commissioner Mena: Right.

Finance Director Gomez: That generated it. There's no guarantee that we're going to get anything...

Commissioner Mena: Right.

Finance Director Gomez: Because it's dependent on -- so, it's not recurring. The expenditure for the trolley will be a recurring expenditure. So, even if we use the \$90,000 for the first year, we'd -- in the second year, we'd still have to find...

Commissioner Mena: That's what I'm asking.

Finance Director Gomez: The full amount.

Commissioner Mena: Right.

Finance Director Gomez: So, it is an issue.

Commissioner Mena: I mean, I would...

Mayor Valdes-Fauli: Okay. We have...

Commissioner Mena: To your point...

Mayor Valdes-Fauli: Go ahead.

Commissioner Mena: I don't want to put this off. I'm happy -- I would be happy even at the next meeting, Kevin could come back with some more information, maybe a little more insight into some areas in your budget to the extent there are any where there might be an opportunity to help fund this. I just...

Vice Mayor Lago: So, let me do this...

Commissioner Mena: You know...

Vice Mayor Lago: If I may.

Commissioner Mena: I'm willing to do it...

Vice Mayor Lago: If I may.

Commissioner Mena: Next meeting.

Vice Mayor Lago: If I may. And I appreciate that, Commissioner Mena. I thank you for that support. Let me craft, you know, a resolution that orders the City Manager -- because Commissioner Keon, you made a very good point. Next month, we're going to solidify our budget for the next following year. And I don't want this to be out of that budget. I want to make sure that we speak with every department here and find the money. The money's here because we're very, very careful on -- to find money for certain projects that are important. But this is just as important if not important than most of these projects that are going on. So, if you tell me that we can, you know, use that 90 plus thousand dollars and that all we need to do is find 170, we'll allocate it for the following year. There's a lot of projects that are coming online. There's a lot of projects that are coming before us, especially in the downtown area. I can name you three or four that are probably coming in the next six months. Let's make sure that we have that money in place.

City Attorney Ramos: So, I believe there was a motion and a second on the floor. Mr. Clerk, is that correct?

City Clerk Urquia: Yes.

Vice Mayor Lago: So, you want to take a vote on it?

Mayor Valdes-Fauli: There is a motion and a second that we extend...

Vice Mayor Lago: I'm willing -- but I'm willing...

Mayor Valdes-Fauli: To Saturday.

Vice Mayor Lago: But I'm willing -- you want to take a vote on that or you...

Commissioner Keon: He's willing to amend his...

Vice Mayor Lago: Yeah. I'm willing to amend.

Mayor Valdes-Fauli: Okay.

Vice Mayor Lago: I'm willing to amend requesting...

Mayor Valdes-Fauli: To amend to what?

Vice Mayor Lago: Requesting that at the next Commission meeting, as Commissioner Mena stated, that the Manager come forth before us, along with Kevin Kinney and our Director of Finance, with a plan to fund the \$260,000 reoccurring expense a year.

Mayor Valdes-Fauli: Alright.

Vice Mayor Lago: And...

Mayor Valdes-Fauli: Do you accept the amendment?

Commissioner Mena: They're going to come back with a proposal at which point we'll vote on that proposal.

Mayor Valdes-Fauli: No, no. But do...

Commissioner Mena: Not the amendment.

Mayor Valdes-Fauli: You have to accept...

Vice Mayor Lago: Yes.

Mayor Valdes-Fauli: The amendment.

Commissioner Mena: I know. I'm trying to understand as well.

Vice Mayor Lago: Yeah, yeah.

Commissioner Mena: That's what you're saying?

Commissioner Keon: You do.

Mayor Valdes-Fauli: Okay.

Commissioner Mena: Okay, yes.

Mayor Valdes-Fauli: Will you call the roll, please?

Commissioner Keon: Yes.

Vice Mayor Lago: Yes.

Commissioner Mena: Yes.

Commissioner Fors: Yes.

Mayor Valdes-Fauli: Yes.

(Vote: 5-0)

Mayor Valdes-Fauli: Thank you very much.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: And we'll take a one-hour break until 1:30, and then we'll continue at that time.

Commissioner Mena: Perfect.

Vice Mayor Lago: Thank you.

Mayor Valdes-Fauli: 1:30 sharp, please.