

GALT MILE NEWS

THE OFFICIAL PUBLICATION OF THE GMCA

JUNE 2015



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GYPSY DENT GRIFTERS PLUCK GALT MILE PIGEONS

By Eric Berkowitz

On your way out of the supermarket, while juggling groceries earmarked for the trunk, some guy parked next to you points out a dent in your car. Inveighing that this is your lucky day, he holds out a business card and mentions that he is an auto body repair technician who just got home from a long day at the service garage. What might ordinarily cost you \$700 - \$900 at the auto body shop, he will do for a mere \$250. What's more, you can watch as he restores your vehicle's former glory. How can you go wrong? After carefully eyeballing his embossed laser-cut business card, you agree. In a flash, his trunk pops open, revealing an impressive array of tools. You even recognize some of them from when you had an earlier dent repaired at a reputable collision center. The "mechanic" begins probing an area around the dent, gently tapping with a mallet he slipped from his trunk after placing a can of Bondo Body Filler next to the car, along with two sanding boards and a vice grip.

He begins sanding the dent when your iPhone ring tones. After talking for a few minutes, you notice your new-found auto body wizard wiping some white goo from his hands. Apparently, it's the same stuff that now completely covers the dent. Seemingly satisfied with his efforts, the off-duty mechanic authoritatively explains how the compound will protect the new finish from rain or heat as it cures over the next 24 hours. He collects your money and heads into the sunset, assuring you that your car will look as good as new tomorrow.

Early next morning, you get dressed and head to the garage. Still relishing your impromptu financial mini-coup, as you strip off the compound, the building falls on you. There's the dent, large as life - only now it's surrounded by three more dents and a swath of missing paint.

The number printed on the business card is disconnected and the ad-

dress doesn't exist. Neither does the website nor the email address. As the totality of your failure sinks in, you weigh whether filing a police report is worth the humiliation, given the paper-thin likelihood of recovering the funds or even finding the scoundrel. You aren't used to feeling like a stooge. Following a brief unsettling internal struggle, you decide to put the event behind you. Case closed.

Although it sounds suspiciously like an anecdotal exhortation lifted from "Snopes" (a hoax reporting website), this embarrassing incident recently took place in the Winn-Dixie parking lot, and the victim is an intelligent, well-informed Galt Ocean Mile resident. He later learned that he was snookered by a long-running dog and pony show known as the Gypsy Dent Scam.

Although the etymology is in dispute, when the scam first surfaced, this debasing Romani racial slur was used to describe either the activity's moral bankruptcy or a predisposition to dodge retribution by traveling from town to town. That said, many South Florida Police Departments with special units devoted to Gypsy crime families identify the dent scam, along with "Till Taps" and distraction thefts, as trademark rip-offs.

On April 16, 2015, Fort Lauderdale Police Department (FLPD) Officer George Brandner was filling in for his partner - FLPD's Galt Mile liaison Officer Thomas Gestal - at a luncheon meeting of the Galt Mile Advisory Board. While delivering the monthly crime report, Brandner warned Board members that the Gypsy Dent Scam had epidemically grown legs along the Galt Mile, as victim reports became standard fare at patrol briefings.

Continued on page 4



Gypsy Dent Scammer Covers Fraudulent Repair

Brandner explained that the hustle is a multiple version legacy scam, as perpetrators hunt unsuspecting quarry in parking lots or driving along local streets. He reported that some of the local scammers were eloquent, highly polished and well-practiced, having successfully turned self-proclaimed "diehard skeptics" into hapless victims. In one incident described by the officer, a commercial auto body van was used as a prop, and the scammer was convincingly familiar with automotive repair procedures and specialty equipment used by collision repair technicians.

Noting that several variations of the scam had been reported, Brandner characterized a bare bones version as most locally prevalent. When one of two perpetrators asks about fixing a dent (that he may have placed there earlier), as the mark exits the vehicle to inspect the damage, his partner snatches whatever looks valuable from inside the car – simple, fast, and effective.

The hunting ground isn't confined to parking lots. Scammers cruise Oakland Park Boulevard, Sunrise Boulevard, Federal Highway, Commercial Boulevard and A1A, where they pull up next to a car stopped at a light and offer to fix dents they observe on the body or bumper. Whenever a mark takes the bait, the endgame always plays out the same way. Whether entranced by a huckster with the gift of gab or intimidated by a matched pair of gorillas, instead of saving a few dollars, the victim shells out money to crooks who invariably add to the damage.

As Brandner further expounded scam details, the low-key background banter usual to these meetings dropped off to a murmur. Breaking the silence, an Advisory Board member admitted that he'd been duped. With the flood-gates open, others felt compelled to jump in, in turn describing how they were also bilked by Gypsy Dent con artists. Given the plurality of hard-nosed skeptics on the Advisory Board, these spontaneous admissions suggested that Brandner's police reports barely scratch the surface of the actual victim pool.

A retired Galt Mile health care consultant was stung by a more elaborate variation. Using an electric grinder powered by the car's battery, a pair of scammers stripped the paint around a dent and cut deep into the substrate. After building out the depression with wax and spray paint, they covered the mess with gray putty. "I was skeptical when they first offered to fix the dent in a half hour, but watching them work, I became convinced that they knew what they were doing."

Steeled by myriad previous performances, they had plausible answers for anything she threw their way. When she asked how they could match the vehicle's exact color, one of the scammers replied "No problem, we formulate the color from the VIN number on the registration sticker in your window." Once paid, they left her with detailed instructions, "In 48 hours, have the car washed and hot waxed. It will remove all traces of wax and compound and restore the car to its former finish and color." In fact, they turned a small dent into major damage. "I spent more than \$3700 to fix the original dent plus the damage caused by grinding," angrily adding "they also damaged my battery."

In 2010, Channel 7 (WSVN) investigative reporter Carmel Cafiero did a segment about scammed residents in Coral Springs and Delray. The crooks claimed they were employees of a legitimate Boca Raton repair shop called Dent King, and invited prospective marks to check the shop's website. With their fears dispelled, the hoodwinked targets agreed to let the thieves fix their damaged vehicles.

After covering up the non-existent repairs, and admonishing that they would cure overnight – the standard delay tactic – the scammers disappeared with the cash. Subsequent calls to Dent King by each of the burned victims elicited the same response from proprietor Kevin Kurlowski, "No one by that name ever worked here!" Lamenting the large number of victims who visit to his shop to repair damage caused by the scammers, Kurlowski told Cafiero that because the material used by the crooks to cover their handiwork isn't properly applied, it adds to the damage when removed.

More recently, Local 10 investigative reporter Jeff Weinsier filmed two scammers yanking the hood of a Lexus out of alignment with a pulley they had affixed to a light pole with a metal cable. Claiming they were Lexus employees, 24-year old Santino Mitchell and Vinny Uwich convinced an elderly Lexus owner in a gas station parking lot to fork over \$400 to remove a dent in his hood that he had never seen before. When the camera began rolling, Uwich said he would slap Weinseir and Mitchell, who was arrested in Clarkstown, New York a few years earlier for pulling the same scam, threatened to break the camera. Although they took off before the police arrived, the victim later learned that they did damage estimated at \$1300.

Continued on page 5

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A few months later, Weinsier filmed Mitchell's brother Anthony working the same scam on BMW owner Sagi Danon in a mall parking plaza, masquerading as a BMW employee. For \$200, Mitchell covered a dent with shoe polish and assured Danon that the finish would look new when he wiped it off in a few days. In contrast with the threats leveled by his brother, Anthony grabbed Weinsier by the throat while trying to pry away the camera before beating a hasty retreat when he learned the police were en route. Frustrated because the only infraction for which most scammers are legally answerable is a licensing violation, an undercover detective estimated that these puss buckets clear about \$3000 a day.

If you drive a car, there's a significant probability that you will run into one of these sleaze bags. Besides the Galt Ocean Marketplace, other local parking lots where Gypsy Dent scammers thrive include the Coral Ridge Mall, Lowes, Publix, Home Depot, Whole Foods, Best Buy, Pier 1 Imports, Galt Ocean Shoppes (32nd - 34th St.), Office Depot, and the larger furniture stores along Federal Highway. Here are a few tips. If while driving you are approached by someone offering to fix a dent in your car, close the windows and lock the doors before you answer, thereby deterring a light-fingered partner from exploiting what is likely a deliberate distraction.

If you run into a "lot lizard" in a commercial auto repair van while parked at a mall or shopping plaza, and the money-saving deal sounds tempting, explain that you'll meet him later at his repair shop. If he tells you that he can only offer you this discount because he just came from fixing another car using the company's equipment, but back at the shop, you would be charged full price - scam - that jargon is a traditional Gypsy Dent Trademark!

However, if your "lizard" is only holding a rag and a spray can, imagine he is an unemployed dentist who asked if you wanted a \$50 root canal performed in the median, and react accordingly.

If you view their street-honed skills as no match for your uncanny prowess in sniffing out fraud or your arsenal of common sense, you're already in trouble. They are relentlessly persistent and make a living by successfully negotiating for credibility with people from every social stratum. If you go toe to toe with these reprobates on their home turf, you will lose. There is only one way to win, walk away. If you also want to turn the tables on these bums while helping to protect the rest of us, call the police (staunchly recommended by Officer Brandner)! That night, you'll sleep like a baby. •

"They are relentlessly persistent and make a living by successfully negotiating for credibility with people from every social stratum."

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<p>7 Las Olas Outdoor Green Market 333 E Las Olas Blvd. & SE 4th Ave. 9 a.m. to 2 p.m. Info.: 954-426-8436</p> <p>Sunday Jazz Brunch Riverwalk, Downtown FL 11 a.m. to 2 p.m. Info.: 954-396-3622</p>	<p>8 BINGO SouthPoint 7 p.m. Info.: 954-563-6353</p>	<p>9 BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p>	<p>10 BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p>
<p>14 Las Olas Outdoor Green Market 333 E Las Olas Blvd. & SE 4th Ave. 9 a.m. to 2 p.m. Info.: 954-426-8436</p> <p>Caribbean Jazz Matazz Broward Center for the Performing Arts, 7 p.m. Tix.: 954-462-0222</p>	<p>15 BINGO SouthPoint 7 p.m. Info.: 954-563-6353</p> <p>Commissioner Bruce Roberts: Pre-Agenda Meeting Beach Community Center, 6 p.m. Info.: 954-828-5033</p>	<p>16 BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p> <p>Fort Lauderdale City Commission Meeting City Hall Regular Agenda: 6 p.m.</p>	<p>17 BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p>
<p>21 Las Olas Outdoor Green Market 333 E Las Olas Blvd. & SE 4th Ave. 9 a.m. to 2 p.m. Info.: 954-426-8436</p> <p>Father's Day Brunch Fairchild Tropical Garden, 10:30 a.m. Info./Res.: www.fairchildgarden.org/</p>	<p>22 BINGO SouthPoint 7 p.m. Info.: 954-563-6353</p>	<p>23 BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p>	<p>24 BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p> <p>Summer Business Expo 2015 Broward Convention Center, 3rd Floor 3 to 8 p.m. Info.: 954-838-9644</p>
<p>28 Las Olas Outdoor Green Market 333 E Las Olas Blvd. & SE 4th Ave. 9 a.m. to 2 p.m. Info.: 954-426-8436</p>	<p>29 BINGO SouthPoint 7 p.m. Info.: 954-563-6353</p>	<p>30 BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p> <p>Disaster Preparedness & Recovery (FREE) 1 E Broward Blvd., Ste. 1800 6 to 8 p.m. Info./Res.: 954-987-7550 X 15108</p>	<p>1 BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p> <p>Moonlight Sea Turtle Walks (and 7/2, 7/7, 7/8, 7/9) Museum of Science & Discovery 9 p.m. to 1 a.m. Info.: www.mods.org</p>
<p>5 Las Olas Outdoor Green Market 333 E Las Olas Blvd. & SE 4th Ave. 9 a.m. to 2 p.m. Info.: 954-426-8436</p> <p>Sunday Jazz Brunch Riverwalk, Downtown FL 11 a.m. to 2 p.m. Info.: 954-396-3622</p>	<p>6 BINGO SouthPoint 7 p.m. Info.: 954-563-6353</p> <p>Commissioner Bruce Roberts: Pre-Agenda Meeting Beach Community Center, 6 p.m. Info.: 954-828-5033</p>	<p>7 BINGO Galt Towers Social Room (4250 Galt Ocean Drive) 7:30 p.m. Info.: Cyndi Songer: 954-563-7268</p> <p>Fort Lauderdale City Commission Meeting City Hall Regular Agenda: 6 p.m.</p>	<p>8 BINGO Regency South Party Room 7 p.m. Info.: Bob Pearlman: 954-547-4063</p>

JUNE 9, 10, 11, 16, 17, 18, 23, 24, 25, 30: Moonlight Sea Turtle Walks, Museum of Science & Discovery, 9 p.m. to 1 a.m., Info.: www.mods.org
 JUNE 13: Family Fun Ride & Moonlight Movie in the Park, Joseph C. Carter Park (1450 W Sunrise Blvd.), 5 to 9:30 p.m., Info.: 954-828-4699
 JUNE 13: Beach Cleanup, Sea Watch Restaurant, 9 a.m., Info.: 954-590-8658
 JUNE 13: Mario Cantone, Parker Playhouse, 8 p.m., Tix.: 954-462-0222
 JUNE 18-19: Hatsume Fair - 2015, Morikami Museum and Japanese Gardens, 11 a.m. to 6 p.m., Info.: 561-495-0233
 JUNE 19-21: Lauderdale Live, HuiZenga Plaza, Info.: www.lauderdalelivemusic.com
 JUNE 20: Stonewall Pride Street Festival and Parade, Wilton Manors, Info.: 754-200-29791
 JUNE 20: Demonstration of Sado: The Way of Tea, Morikami Museum, Noon, Info.: morikami.org
 JULY 4: Lauderdale-by-the-Sea July 4th Events, El Prado Park (East of A1A at El Mor Dr.), Info. and Events/Times: 954-640-4210
 JULY 4 - 5: Florida Gun & Knife Show, South Florida Fairgrounds, WPB, Info.: 321-777-7455

JUNE/JULY

THU

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UPCOMING EVENTS IN OUR AREA

<p>11</p>	<p>12 Sushi & Stroll Morikami Museum 5:30 p.m. Info: morikami.org/event/sushi-stroll-summer-walks</p> <p>Beach Brawl 2015 (Through 6/14) Broward County Convention Center, 6 p.m. Info.: 954-401-8712</p>	<p>13 New River Raft Race Esplanade Park on the New River 3 to 7 p.m.</p> <p>The Gipsy Kings Hard Rock Live, 8 p.m. Noon to 4 p.m. Tix.: 954-713-0930</p>
<p>18</p> <p>G.M.C.A. Advisory Board Meeting Nick's Italian Restaurant, 11 a.m.</p>	<p>19</p>	<p>20 Marine Industry Day Esplanade Park Noon to 6 p.m. Info.: 954-524-2733</p> <p>The Fort Lauderdale Bus Loop 300 SW 2nd St. 6 p.m. to Midnight Info.: 954-574-6000</p>
<p>25</p>	<p>26</p> <p>29th Annual Davie Pro Rodeo for Kids Bergeon Rodeo Grounds, Davie 9 a.m. to Noon Info.: 954-680-8005 X 229</p>	<p>27</p> <p>Davie Pro Rodeo Davie Pro Rodeo Arena, Davie 7:30 p.m. Info.: 954-680-8005</p>
<p>2</p> <p>Peter Pan The Musical (Through 7/11) Broward Center for the Performing Arts Tix.: 954-462-0222</p>	<p>3</p> <p>West Palm Beach Antiques Festival (Through 7/5) South Florida Fairgrounds, WPB Info.: 941-697-7475</p>	<p>4</p> <p>July 4th Family Celebration and Fireworks Show Ft. Lauderdale Beach</p> <p>12:30 to 4:30 p.m.: Family Activities, Music, Games 4 p.m.: Live Music & Entertainment 9 to 9:30 p.m.: Fireworks Info.: 954-396-3622</p>
<p>9</p>	<p>10 Sushi & Stroll Morikami Museum 5:30 p.m. Info: morikami.org/event/sushi-stroll-summer-walks</p> <p>Intermediate & Advanced Ikebana Flower Arrangement: Sogetsu School Morikami Museum, 1:30 p.m. Tix.: morikami.org/product/ikebana-flower-arrangement-sogetsu-school</p>	<p>11 International Mango Festival Fairchild Tropical Garden 9:30 a.m. to 4:30 p.m. Info.: www.fairchildgarden.org</p> <p>4th Annual Boca Burger Battle Sanborn Square Park (72 N. Federal Hwy., Boca) 6 to 10 p.m. Info.: 561-338-7594</p>

June 12
Fairchild's 16th Annual Mango Brunch
Fairchild Tropical Garden, 11 a.m.
Tix.: www.fairchildgarden.org

July 17-18
4th Annual Fishing for the Dream Tournament
Lighthouse Point Yacht Club
Info.: 954-564-3512

July 25
The Delray Beach Bus Loop
Cabo Flats (14851 Lyons Rd., Ste. 122) or
Japango (14811 Lyons Rd., #106)
6 p.m. to Midnight
Info.: 954-574-6000

July 25-26
Dig The Beach Volleyball Fort Lauderdale Open
Fort Lauderdale Beach Park (1100 Seabreeze Blvd.)
7 a.m. to 7 p.m.
Info.: 561-241-380

July 25-26
Buckler's 9th Annual Craft Fair
War Memorial Auditorium
Info.: 366-860-0092

July 25-August 1
BugFest-By-The-Sea
Info., Events/Times: www.lbtsevents.com/bugfest-by-the-sea

August 1
Household Hazardous Waste and Electronics Drop-off Events
Mill Pond Park (2201 NW 9th Ave. at Powerline Rd.)
9 a.m. to 2 p.m.
Info.: 954-828-8000

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LISTING OF EVENTS,
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CALENDAR AT
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Tuesdays/Saturdays: Sunrise Paddleboard Bonnet House Eco Tour, 928 NE 20 Ave., 10 a.m., Info.: 954-440-4562

Fridays: Aruba Beach Café's Friday Fun Fest Pig Roast, 4 to 7 p.m.

First Saturday of Every Month: Beach Cleanup, Commercial Blvd. & the Beach LBTS (Meet at Pavilion), 9 to 9:30 a.m., Info.: 954-776-1000

First Saturday of Every Month: North Beach Art Walk, 3280 NE 32nd St, 7 to 11 p.m., Info.: 954-537-3370

Second Saturday of Every Month: Beach Sweep, 9 a.m. to 12 p.m., Info.: 954-474-1835

Mondays: Food Trucks at Artspark, 5:30 to 10 p.m., Youngs Circle in Hollywood

Sundays: Tour-the River Ghost Tour, Stranahan House & Water Taxi, 7:30 p.m., Tix.: 954-524-4736

Saturdays: Saturday Night Under the South Florida Stars, Fox Astronomical Observatory at Markham Park, Sunset to Midnight, Info.: 954-384-0442

Daily: Yoga on the Beach, Ocean Manor Resort (4040 Galt Ocean Dr.), 9:30 a.m. (weather permitting), Mats supplied, \$10 donation, Open to the Public, Info.: 754-779-7519 or 516-840-1455

COMMISSIONER BRUCE ROBERTS



"In his May 2015 Newsletter, District 1 City Commissioner Bruce Roberts explains a City plan for using the Vision Zero Initiative to reverse the City's astronomical pedestrian fatality rate while enhancing bike safety, offers contact information for reporting a variety of municipal concerns, lists dates when anticipated high tides may spur seasonal flooding in low-lying areas, spells out registration protocols for the CodeRED notification system, applauds Fort Lauderdale's recent recognition by NerdWallet as the 11th Greenest City in America, outlines how microsurfacing will cushion the budget by extending the useful life of roads in fair condition and reviews the Advisory Board seats currently available to prospective District 1 volunteers.

Asphalt vs. the Tax Bite

When the current municipal administration crafted a roadmap for climbing out of a recessionary economic downturn, a Commission decision to annually lock down the millage rate triggered a hunt for opportunities to cut the budget without sacrificing services or neglecting infrastructure. After the Commission and the Budget Advisory Board plucked the low-hanging fruit by tightening in-house fiscal efficiencies, they explored less obvious and untested money saving methodologies. Among these was a process that could relieve the annual pressure on one of the spending plan's costliest line items – infrastructure and capital improvements.

In his Newsletter's current project assessment, Roberts reviews how microsurfacing is being used to cushion our tax bite. Developed in Germany in the late 1960s and early 1970s, and introduced to the United States in 1980 after Dr. Frederick Raschig presented his Ralumar slurry system at the International Slurry Surfacing Association (ISSA) convention, this polymer-modified, cold mix paving system is increasingly being used by Florida cities to remedy a broad range of problems on their streets, bridges, highways and airfields.

In 2013, the City deployed MicroPAVER technology to assess the condition of every city thoroughfare and rank them in a database using the Pavement Condition Index (PCI) – an industry standard. While newly constructed streets are ascribed a PCI of 100, impacts from traffic volume, weather and soil conditions, the road's age and

invasive utility excavations determine how the PCI declines over time. As roads deteriorate from 'Good' (PCI 86 to 100) to 'Fair' (PCI 56 to 70) or 'Poor' (PCI 41 to 55), repairs grow exponentially more expensive.

Most government road maintenance programs formalize a race to replace heavily eroded streets marred by major defects, forcing public works departments into an accelerating game of "catch-up" fueled by an ever-increasing drain on tax revenues. However, if microsurfacing is performed early in a road's life cycle, by extending the life of a roadway by seven to ten years, every preventive dollar allocated saves \$6 to \$10 in future rehabilitation costs, reining in the need for runaway budget appropriations.

Microsurfacing can be done at a much lower cost (\$5 per square yard) than is required for conventional 3-inch milling and paving (\$27 per square yard). For example, it may cost about \$60,000 to microsurface a 21-foot-wide mile of low-volume road with a 10-year lifespan, projecting an annual budgetary footprint of \$6,000. By comparison, adding 3 inches of material at roughly \$330,000 per mile is more than five times the cost, and its 30-year lifespan mandates an annual budgetary allocation of \$11,000. Also, while the microsurfaced road is virtually maintenance free, as the untreated road's condition declines, incremental annual maintenance costs explode, along with budgetary revenue demands.

Since 20% of Fort Lauderdale's streets are in fair condition, while less than 5% are rated "poor" (and warrant immediate replacement), treating that 20% would postpone for a decade their decline into the poor category, when repairs will cost more than 5 times as much. Although the project was originally conceived to treat 333,000 square yards – or 25 miles – of city streets in fair condition, when staff discovered that the bids were much lower than anticipated, they reconfigured the project to exploit the windfall pricing, and expanded its scope to treat 465,000 square yards – approximately 36 miles – of moderately eroded roadway. To avoid the bear trap of feeding Peter by starving Paul, City staff also developed plans to rebuild the 5% of roadways rated "poor" or worse – some of which are nearly fish tank rubble.

Celebrating the therapeutic impact this technology might have on the city budget, last June the City Commission handed bid-winning vendor Asphalt Paving Systems (APS) a \$2.245 million contract to microsurface selected city streets in 2014. Another \$1.355 million was set aside for additional repairs in 2015 and 2016. By the end of the summer, their optimism hit a wall when residents of Poinsettia Heights uncovered pitfalls in the City plan.

Sloppy Work and Unmet Expectations

Shortly after the work commenced, residents who were initially delighted by the planned repairs went ballistic after watching the project roll out. Laying siege to City Hall, they complained about divots and long drag marks on the street, newly formed stagnant puddles from post-treatment ponding, permanent tire marks along parking lanes, a patchwork quilt of treated and untreated adjacent sections of road, roadway ridges made more prominent by the treatment, stains on driveways abutting the street, and a failure to repair many of the street's observable defects, including rut ridges and alligator cracks. Couched in the complaints were concerns about how the treated streets might undermine property values.

The reaction at City Hall was summarized by Mayor Jack Seiler, who remarked, "I have not had a single person tell me they are pleased with the work being done." An expedited investigation turned up two distinct problems. The first was a drawback ordinarily endemic to County projects – sloppy work and insufficient oversight. The second was a firestorm fanned by unmet expectations.

Microsurfacing would only yield the desired results if properly applied. Unfortunately, it wasn't. Some of the cracks that should have been sealed prior to the treatment were neglected by the contractor and the road wasn't properly cleared of debris, enmeshing leaves and twigs into the new surface. When confronted about these and other complaints, contractor APS addressed the deficiencies. To avoid a repeat performance, the City assigned a battery of staffers to ride herd on APS going forward.

In fact, APS had submitted the second lowest bid in a field of five competing vendors, behind low bidder Ny-Mac Enterprises, Inc., a Michigan corporation that was rejected when city staff discovered that the Palm Beach license the company claimed was issued on April 15, 2014 had actually expired on March 28, 2012.

With a business office in Zephyrhills, Florida and headquartered in Hammonton, New Jersey, Asphalt Paving Systems provided sterling municipal references from Tampa, West Palm Beach, Lake Worth, Lakeland, and Largo. APS was also awarded a contract by the New Jersey Department of the Treasury covering municipalities, school districts and non-profit organizations anywhere in the state. Unlike the scammer they bumped from the top spot, their credentials panned out.

The Poinsettia Heights incident brought focus to a more pervasive problem. When local residents were informed about the project, the City failed to adequately clarify its value as a budget measure implemented to deflate their tax nut. Unfamiliar with the process and its purpose, residents who mistakenly expected the City to morph mottled aging roads into shiny new boulevards became skull-blocked upon realizing that the project would instead saddle them with those mottled roads for the next decade. As observed by City Manager Lee Feldman "This is not pick up the pavement, put some new pavement down. Major imperfections are still going to be there."

In a notice sent to local residents requesting their cooperation, it warns about a systemic idiosyncrasy called "tire picking," a reference to permanent scuff marks created when the tires are turned by a parked vehicle on a treated street. While providing assurances of no long-term performance damage, the notice concedes that "it affects the finished look of the paving," marginalizing how the scuff marks compromise the road's appearance, lending weight to resident fears about the treatment depressing local property values.

If City officials continue to spin this project's purpose as simple Roadway Maintenance (instead of a tax-cutting protocol), unmet expectations in other city neighborhoods scheduled for microsurfacing are likely to replay the disappointment encountered in Poinsettia Heights. Without a credible connection between this project and palpable relief on future TRIM Notices, city officials can expect to harvest a good deal more angry blowback than gratitude. To that end, the City is using email blasts and social media vehicles Nextdoor, Twitter and Instagram to quell concerns while reaching out to neighborhood associations for feedback and improved output. Despite an impressive arsenal of outreach tools, whether or not they deliver the right message will come out in the wash. Read on for Commissioner Roberts' May 2015 Newsletter...editor]

MAY 2015 DISTRICT 1 NEWSLETTER

By Commissioner Bruce G. Roberts

CITY-WIDE INFORMATION

Strategic Transportation Efforts for Public Safety (S.T.E.P.S.) to Vision Zero: Transportation and Mobility Department (TAM) is leading the development of a Bicycle and Pedestrian Safety Action Plan, the objective of which is to improve safety for bicycles and pedestrians on City Streets. STEPS to Vision Zero is being modeled after a global initiative adopted in Sweden in 1997 that focuses on the value of human life and is based

on the premise that fatalities from pedestrian and bicycle accidents are not acceptable. The initiative is currently being championed in the U.S. by New York City and San Francisco. In a report conducted by the U.S. Department of Transportation Fatality Analysis Report System, Ft. Lauderdale had the second highest pedestrian fatality rate per capita and the fifth highest traffic fatality rate per capita in the nation for 2014. STEPS to Vision Zero is being developed in collaboration with City departments, our neighbors, Broward County, the Broward Metropolitan Planning Organization, FDOT and other supporting agencies. Partners are working together to identify the challenges, actionable initiatives and performance measures to improve safety for all users of our streets. The final product will include an identification of problem areas with a high number of accidents, areas with limited sidewalks surrounding schools, the need for education on safe walking and biking practices, and the high rate of speeding. It will then provide action strategies for all partners to implement including things such as altering the way projects are designed, developing education campaigns, working with schools on education and infrastructure improvements, conducting targeted enforcement in high accident areas, and policy and legislative changes. This plan complements the Connecting the Blocks Program, a multimodal infrastructure improvement program, which is an implementation tool for our Complete Streets Policy and gives us a running start in achieving the objectives of the Mayor's Challenge for Safer People, Safer Streets. This will be presented to the Commission at an upcoming meeting.

When You Need To Report:

Pothole: If you notice a pothole that needs to be filled in call 954-828-8000 to report.

Flooding: If you notice flooding on your street or around the City call 954-828-8000 to report.

Code issues: If you notice a code issue (i.e. trash, work being done w/out permit, cars blocking driveway, neighbors neglecting their home/property, illegally parked cars, etc.) call 954-828-5207 to report.

**All of the above can also be done on line where you can log in a concern and track. <http://www.fortlauderdale.gov/departments-city-manager-s-office/public-affairs-office/lauderserv>

Suspicious Activity: If you notice something that is just not right (cars

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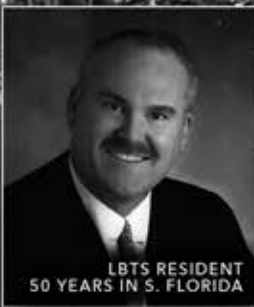
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Commissioner Chip LaMarca's

March - April 2015 Newsletter

training, regulated fare schedules, drug testing, vehicular safety standards, etc. Under certain conditions, they respond more quickly and charge less than traditional taxis.

To use the service, you download the free app and register with your credit card number. When you need a ride, you enter the relevant pick-up and drop-off data in your smart phone app which spits back a price; then pray that the driver isn't named in a bench warrant and the car has at least one functioning seat belt. For making the connection and handling the payment, the company splits the fare with the driver. Depending on the city, fares are ordinarily based on time or distance.

However, when demand heats up (during holidays, storms, popular local events, etc.), although some TNCs maintain the regular fare while others allow the driver to make the call, Uber applies an algorithm to hike fares correlative to the increased demand. This tactic, which the company is seeking to patent as "Surge Pricing", usually precipitates a flood of angry public blowback (In 2011, during New Year's Eve in New York, Uber passengers were charged 7 times the legal fare). However, if you plan your excursions during off hours, you can save a bundle on dirt cheap rides. Since the company assumes no liability for participating drivers or vehicles, if picked up by a wired meth-head driving an eight-battery lowrider with no bumpers and "touchy" brakes, reasonably predictable orthopedic procedures, hospital stays and monthly convalescent expenses could also wind up on your credit card.

Regulatory Whack-A-Mole

Uber admonishes elected officials in new markets that consumer protections ordinarily mandated for taxis and limousines are toxic to its operations and threaten the savings realized by customers - as well as Uber's healthy 20% profit margin on an expected \$10 billion in revenues. When public officials in jurisdictions across the globe finally wrap their heads around this unsettling aspect of the TNC business model, drivers are ticketed and the company ordered to cease operations. Ignoring local ordinances and livery licensing requirements, Uber officials have responded by paying the fines and tickets while scrambling to negotiate a regulatory compromise with local officials.

In Broward County, Uber has already racked up roughly \$35,000 in fines by March while unsuccessfully trying to convince County Commissioners that they are simply a matchmaking tech company, and shouldn't be subject to regulatory oversight. Broward's 31 municipalities - including Fort Lauderdale - have been patiently waiting for the County to adopt an ordinance to legalize TNC services while preserving basic consumer safety standards. County officials have shrugged off threats by Uber to leave the County if forced to comply with local regulations.

Like insurance companies that throw money at blatantly fraudulent slip and fall cases because it's less costly than going to court, Uber has discovered that it's less expensive to pay fines and reimburse ticketed drivers than to buy insurance, maintain a license or otherwise open a liability "Pandora's box." With negligible overhead and reliable 24/7 revenue streams, unless a jurisdiction exacts outrageous penalties for traffic infractions and licensing violations, Uber can afford to pay the freight while its lobbyists work to change the local law or statute, even if it takes years. On November 4, 2014, Uber Miami sent an email coaching drivers how to "make the pickup and drop off experience more enjoyable" by dodging law enforcement while cruising illegal fares in South Florida airports. They were instructed to hide their Uber cell phone in the cupholder, ask passengers to ride in the front seat and use the lane farthest from the Terminal's curbside pickup, closing the message with assurances that tickets will be reimbursed and legal support provided by Uber.

In 2011, TNCs in California were buried under an avalanche of tickets and "desist" notices from the California Public Utilities Commission (CPUC), which fined each company \$20,000 for operating an unlicensed limousine dispatch. In crafting an interim agreement in 2013 that was later made permanent, CPUC mandated driver background checks, driver training, drug and alcohol policies, minimum insurance coverage of \$1 million, and company licensing through the Public Utilities Commission. Despite persistent protests by TNCs, which relentlessly claim they are simply providing a marketplace, not transporting passengers, newly penetrated jurisdictions have used the CPUC agreement as a template for legalizing the service without adulterating existing regulatory standards.

Legislation regulating TNCs has already been enacted in 8 States, while under consideration in 4 others. To protect the value of their medallions, taxi and limousine industry proponents in every jurisdiction have pressured public officials to either block TNCs or "level the playing field" by imposing a comparable regulatory framework, citing the need to "promote public safety." Bills filed during the 2015 legislative session in Tallahassee (HB 817 by Fort Walton Beach Statehouse Representative Matt Gaetz) would have precluded local jurisdictions from requiring a TNC to comply with regulations governing taxi and limousine companies.

Continued on page 13



In his April - May 2015 message to constituents, Commissioner Chip LaMarca opens by reporting his receipt of an elusive federal permit for the long-awaited Galt Mile beach renourishment, envisioning a project start immediately after the Sea Turtle nesting season. He also updates the local version of a worldwide simmering conflict between unregulated transportation network companies such as Uber and Lyft and their taxi and limousine industry counterparts. After applauding county measures to conserve water, LaMarca strolls through his adopted political wheelhouse, infrastructure improvements. In short, while citing fiscal hallmarks achieved by two of the County's lucrative enterprise funds - Port Everglades and Fort Lauderdale-Hollywood International Airport - LaMarca heralds recently launched Paratransit and Express buses by Broward County Transit and construction of a Biogas Cogeneration Electric facility that will morph organic waste such as Fats, Oils, and Grease (FOG) into electrical power for the Wastewater Treatment Plant in Pompano Beach.

County Commission vs. Cash Cow Cabbies

A transportation network company (TNC) uses an online-enabled platform (typically accessed via a free mobile app on a smart phone) to connect passengers with drivers who use their personal vehicles (i.e. the family car). First conceived in 2009 as "UberCab" by co-founders Travis Kalanick and Garrett Camp, over its brief 5-year lifespan this San Francisco-based TNC raised \$2.8 billion to explode into 57 countries and more than 280 cities worldwide.

While TNCs often refer to their service as "ridesharing", it isn't. By reducing the total number of vehicle trips, ridesharing thins traffic congestion, reduces emissions and conserves energy. Since TNC drivers do not share a destination with their passengers, the service doesn't improve an area's carbon footprint. The relatively transparent business model that fuels this juicy new cash cow attracted a slew of competitors almost overnight, including Lyft, Haxi, Sidecar, Summon, Wingz, and others. With the exception of London-based Haxi, they are all headquartered in San Francisco.

In most cases, company overhead is limited to the cost of maintaining the online site, verifying that drivers meet standards unilaterally determined by the company (if any), and handling the financial transactions. Unlike regulated taxi and limousine companies that buy and maintain insured & licensed vehicles and hire qualified drivers, TNCs own no vehicles and employ no drivers. With few exceptions, participating drivers and their vehicles are not subject to credible background checks, minimum insurance requirements, driver

slowly driving up and down the street checking out property, people going door to door, strangers lurking in backyards or strolling your neighborhood) call the non-emergency number to report possible criminal activity - 954-764-4357.

2015 High Tides: Flooding in low-lying areas is more likely when the close proximity of the moon, high tides, rising sea levels and inclement weather conditions combine to exacerbate flooding risks. As a coastal community with numerous low-lying areas and 300 miles of canal coastline, Fort Lauderdale neighbors are advised to be especially vigilant during the months of September, October and November. The City of Fort Lauderdale anticipates above-average high tides on the following dates in 2015, please note that these dates are not limited to the fall months:

- April 17 - 18
- August 29 - September 2
- September 26 - October 2
- October 24 - 31
- November 24 - 27

While the City maintains an extensive stormwater master plan and is instituting both aggressive maintenance and innovative adaptation solutions to address drainage, the location and natural geography of the City makes neighborhoods susceptible to flooding. Please take the time to evaluate your property's readiness, review your insurance policy and create an emergency plan.

Stay Informed! Sign Up For CodeRED: The City of Fort Lauderdale uses CodeRed, a high-speed telephone notification system, to send mass notifications by phone, email and text to keep citizens informed. In the event of an evacuation, utility outage, water main break, fire or flood, chemical spill, or other emergency situations, the City may activate CodeRED to send emergency notifications to registered subscribers. The City may also use CodeRED to communicate non-life safety matters, such as planned road closures, water main repairs, water service interruptions, etc. There is no charge to register for or use CodeRED, and personal information is kept confidential. Registering for CodeRED is quick and easy and can be done by going online on our webpage, or by calling the 24-hour Customer Service Center at 954-828-8000. Code RED delivers notifications by phone, email and/or text. Please note the following:

- CodeRED is compatible with TDD/TTY devices for those who are deaf or hard of hearing.

- When the City issues a CodeRED notification, the 24-hour Customer Service Center phone number, 954-828-8000, will appear on the caller ID.
- Notifications cannot be delivered to phone numbers with a privacy lock feature. To ensure notifications are received, subscribers should either turn off the privacy lock feature during emergencies, enter 954-828-8000 on their "safe list" of phone numbers, or enter a cell phone number when registering for the service.
- Individuals who have already registered for the service but would like to update their phone number or add a cell phone number to the database may do so by re-registering.
- The CodeRED Mobile Alert app sends geographically-based messages to subscribers nationwide.

To download the free CodeRED Mobile Alert app for your smart phone, visit the Google Play or iTunes store.

Fort Lauderdale Named Among "America's Greenest Cities": Among the nation's 150 largest cities, Fort Lauderdale ranks as the 11th "Greenest City in the U.S." according to a national study released on 4/21/15. The study lauded the City for earning high rankings based on the analysis of four key environmental factors: housing density, environmental quality, transportation and energy sources. Fort Lauderdale scored the highest marks for the percentage of occupied buildings with 10 or more residences. The City also scored strongly for good air quality, transportation options and the percentage of residential buildings with solar energy.

DISTRICT 1 INFORMATION

FAA Community Meeting: On Thursday, April 23, 2015, a community meeting was held with neighborhoods concerned about aircraft noise and safety from flights at Fort Lauderdale Executive Airport (FXE). FAA representatives and City staff were in attendance. It was an educational process, which developed several ideas for follow-up. We will report on that progress in the future.

Project Assessments: In our last newsletter, we mentioned that we would present an information series related to the City's program to evaluate, prioritize and finance major infrastructure and capital improvements. Our last newsletter described the bridge master plan which will repair or replace 46 city bridges over the next 20 years. This edition will address the City's plan to resurface our roads.

Continued on page 13

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Roadway Maintenance: The City is using MicroSurfacing to address "Fair" roads. Microsurfacing is a sustainable product, consisting of recycled material that uses a 5/8-inch asphalt polymer-modified cold mix aggregate sealant to extend the life of a roadway by seven to ten years. Microsurfacing can also be done at a much lower cost than conventional asphalt overlays. This process allows the City to maximize available funding to resurface the greatest number of linear miles of roadway.

Maintenance Schedule: In May 2015, Asphalt Paving Systems will begin applying crack seal to the roadways scheduled to be resurfaced this year. Approximately 30-45 days after the crack seal is applied, Asphalt Systems will begin micro-surfacing streets in our community. Fort Lauderdale successfully resurfaced numerous roads in 2014. Moving forward, the City will continue to improve road conditions, reduce long-term costs and make our roads better for our neighbors. The plan is to start at the northern most roadways and progress south. A completed map of the streets to be microsurfaced will be available at a later time and will be posted on our web page.

Advisory Board Vacancies: If you are interested in serving on a board or committee, please let us know! We have vacancies on: Community Appearance Board (2), Education Advisory Board (2) and the Historic Preservation Board (1). You can always check on-line or let me know and I will send you the information. You are not required to live within District 1 though it would be nice! Therefore, you can see what other openings there are in other Districts.

<http://fortlauderdale.gov/departments/city-clerk-s-office/board-and-committee-information>

Office Contact: Robbi Uptegrove – 954-828-5033; email: ruptegrove@fortlauderdale.gov

In addition to hosting two pre-agenda meetings twice a month, I am also available to attend your HOA meetings to update your neighborhood on what is going on in the City as well as answer any questions/concerns you may have. Please contact Robbi to schedule.

Email List: If you would like to be on our email list so that you receive information pertaining to the City – especially District 1 (i.e. news releases, meeting notices, events), please let Robbi know and she will add you. •



Microsurfacing Neighborhood Thoroughfare

"Microsurfacing can also be done at a much lower cost than conventional asphalt overlays."

Despite a team of 23 registered lobbyists headed by Uber Policy V.P. David Plouffe – former Senior Advisor to President Barack Obama – the bills tanked, clearing the way for Broward County to drop the hammer. The new Broward law requires a company license, a local business office, driver chauffeur registrations, national and state background checks with fingerprinting, annual or semiannual inspections of vehicles by a licensed mechanic and flexible fares except for pickups at Port Everglades and the Fort Lauderdale Hollywood International Airport.

In addition to hiring regiments of lobbyists in hundreds of markets to fight these battles, Uber recruits riders and drivers to lobby public officials with blitz email petitions (more than 450,000 have signed petitions) in newly breached markets – such as Broward County – upon receiving an "alert" from the company. While disparaging Broward's new TNC law, Uber official Bill Gibbons acknowledged that thousands of Uber minions responded to Uber alerts by swamping the Commission with "countless calls and emails," before he loosed an ultimatum, "We cannot operate

in Broward County if such onerous regulations are enforced."

Openly resentful of Uber attempts to "manage" the Commission by manipulating the public and claiming that basic consumer protections will drive them out of business, Commissioners marginalized the Uber threat. Commissioner Stacy Ritter commented that if a \$40 billion corporate juggernaut "can't pony up a few dollars for insurance, background checks and permits, then shame on them."

Bad Press and Dirty Tricks

This strategy is rubber-stamped in hundreds of jurisdictions across the planet, as Uber aggressively actualizes the competitive advantages of being the first TNC in new markets. As a consequence, they are besieged by an onslaught of legal actions worldwide while networking or arm wrestling with dozens of national and local foreign governments to circumvent regulatory obstacles. Uber officials and lobbyists crisscross the globe bartering political capital – and investment opportunities – in exchange for access.

While some of the countries wherein Uber cherry picked which laws it would obey seemed to interpret this as an invitation to negotiate, others were less accommodating, issuing indictments, impounding vehicles and/or threatening the hoosegow. Uber often pushed the envelope to the breaking point. When the Seoul City Government objected to their flouting regulations, Uber warned the government that it risked being "trapped in the past." Unimpressed, the Seoul Central District Prosecutor's Office (comparable to the FBI in the U.S.) issued an indictment against both Uber and Kalanick. Three months later (in March 2015), Uber agreed to comply with the law.

Uber's corporate reputation is less than Sterling. Lawsuits dogging the company include an action by the National Federation of the Blind for denial of service to 30 blind plaintiffs and another by a plaintiff who was raped by a New Delhi Uber driver. On August 4, 2014, a 56-year old epileptic Uber driver hit three parked cars and a man on the sidewalk in San Francisco. Repeatedly nailed for dirty tricks

Continued on page 14

against competitors Lyft and Gett, Uber had its employees order and cancel thousands of rides (from Lyft) using fake accounts, as reported in CNN Money last September. While social media feedback cuts both ways, a litany of Uber horror stories prompted a solid "F" from the Better Business Bureau.

On November 19, 2014, Senator Al Franken, Chairman of the United States Senate Judiciary Subcommittee on Privacy, Technology and the Law, sent a letter to Kalanick stating "It appears that on prior occasions your company [Uber] has condoned use of customers' data for questionable purposes." Franken disparaged the Uber staff for using a tool called "God Mode" to track the movements of its customers, specifically journalists and politicians. Also in November, Uber Senior Vice President Emil Michael proposed equipping a team of researchers with a \$million budget and charge them with investigating the personal lives and backgrounds of media figures who reported negatively about Uber. Michaels targeted Sarah Lacy, editor of the technology website PandoDaily, who had accused Uber of sexism and misogyny. In protest, hundreds of journalists purged the Uber App from their cell phones.

Tweaking the Money Magnet

Despite the livery industry's thin margins, investors are jumping through hoops for a piece of the action. For Google Ventures \$258 million investment in 2013, Google Chief Legal Officer David Drummond was seated on Uber's board of directors. On December 4, 2014, the Wall Street Journal reported that Uber had just raised \$1.2 billion via a competitive bidding process that drove the company's valuation to \$41 billion over several weeks – the highest for any private startup backed by venture capitalists – as hedge funds Valiant Capital Partners and Lone Pine Capital joined the Qatar Investment Authority and New Enterprise Associates in buying places at the table. While exploiting the proven success of its business model in its "meat and potatoes" livery arena, the company is initiating a variety of services layered on the same basic formula.

In late August 2014, the company began pilot testing UberFRESH, an experiment with online food orders in Santa Monica, California. In April 2014, they announced a courier package delivery service called UberRUSH, offering pickup from anywhere in Manhattan. In August they began testing their UberESSENTIALS or Corner Store service in Washington D.C., enabling online purchasing from a list of roughly 100 items that you can have in a matter of minutes. Tweaking their software, they introduced UberPool to the San Francisco Bay Area in August. This carpooling service matches riders who are traveling in the same direction. A rider's app displays the first name of the other rider and indicates who will be picked up first. If no match is available, riders are consoled with a discounted regular fare. Launched last month in New York, UberEATS offers lunch choices prepared by "iconic restaurants" (i.e. StatSocial, American Cut Steakhouse, Num Pang, Mighty Quinn's Barbecue, etc.) and delivered on foot or bike within 10 minutes of placing the order. Using their smart phones, diners can watch their lunch travel from the restaurant to their desk.

If successful, fast food restaurants, neighborhood drug stores and other Mom and Pop retail outlets will suddenly be able to provide delivery service without burdening their payrolls. UberPool, which does qualify as a ridesharing service, will help Uber undercut other TNCs and UberESSENTIALS emulates a virtual 7-11 within spitting distance of your smart phone. While frontloading its corporate armory with lobbyists to help smooth their entry into new markets, Uber is tailoring its Chinese menu of related services to those that flourish below any regulatory radar. Wherever a pool of drivers with jalopies is looking for a few bucks anywhere on earth, investors are convinced that these guys can print money. For the rest of Commissioner LaMarca's early spring message to constituents, Read on... – [editor]"

March - April 2015 Newsletter

By Commissioner Chip LaMarca

U.S. Army Corps of Engineers Issue Permit for Beach Re-Nourishment Project

After over 16 years of anxiously waiting to replenish our beaches in Pompano Beach, Lauderdale by the Sea and Fort Lauderdale, Broward County has finally received the permit from the Army Corps of Engineers that will allow us to begin the work after sea turtle season ends on October 31st. We will now secure the Project Participation Agreement that will serve as a promise by the federal government to share in the costs. Concurrently, we have been working to prepare for the procurement process to award the bid to pre-qualified contractors. This was a great deal of work by many, but worth the effort to work together.

Regulation of Transportation Networks Companies in Broward County

Broward Commissioners have taken steps to enhance the safety of residents and visitors who use taxis, transportation network companies (TNC) such as Uber, and all for-hire vehicles. The Commission approved more stringent mechanical inspections of for-hire vehicles and more thorough background screening checks for drivers. Under the proposed new terms, for-hire vehicles will have to be inspected by a mechanic and meet requirements as proposed by the County. A checklist will be developed requiring

mechanical inspections and aesthetic inspections. Background checks of all for-hire drivers would be expanded to include statewide and national criminal background checks. The background check would be conducted by the Florida Department of Law Enforcement and the FBI and alert the County if a driver committed a crime in the state of Florida. Currently Broward County conducts statewide criminal background checks and a driving record check every two years. The additional cost of the background screenings will be paid for by all for-hire drivers.

The taxi cab companies also told us that they want a fair playing field for all motor carriers for hire. The regulations that would be imposed on TNC and taxi cab companies alike would level the playing field in terms of background checks and vehicle inspections. The breakthrough news was that Uber agreed to work with the taxi cab companies so that they can operate on the Uber app. This way the cab drivers would have the very same opportunities currently provided to the TNC drivers and the free market would decide.

April is Water Conservation Month

In Florida, the months of March, April and May have the lowest rainfall amounts, coupled with rising temperatures. These seasonal factors can really impact our water demands since the water we use on our landscapes can account for up to 50 percent of our household water usage. County Commissioners passed a number of water conservation initiatives including an ordinance for irrigation practices and a model landscaping code which together with other program efforts including consistent outreach messaging, have helped keep our daily consumption of water down to a ten year low.

Indoor water conservation is just as important. Smart water use indoors includes fixing leaks throughout your home and getting in the habit of not letting the water run while brushing your teeth or shaving. And you may be eligible for High Efficiency Toilet rebates through the Broward Water Partnership's Conservation Pays program. Residential customers can receive up to two rebates, while rebates for commercial, nonprofit and multi-family establishments are determined on a case-by-case basis. Our ultimate goal is to save 30 million gallons of water per day through our water conservation efforts.

Broward County Moving Forward in Transportation and Infrastructure

The completion of the South Runway at Broward's Fort Lauderdale-Hollywood International Airport opened to much fanfare in September 2014, and new terminals are being built to accommodate more flights and passengers. FLL is the 21st busiest airport in the US and is ranked 15th in domestic origin and destination traffic. Recent improvements include new concessions in all terminals and the installation of automated Passport Control Kiosks to expedite inbound all US and Canadian citizens in Terminal 4.

Broward County Transit is the number one public transportation option for getting around in the County and is rolling out new, modern Wi-Fi enabled I-595 and I-95 Express buses and propane-powered Paratransit buses. The Ravenswood Operations and Maintenance Facility is under construction and will be completed in 2016.

Public Works' Biogas Cogeneration Electric facility currently under construction will use Fats, Oils, and Grease (FOG) to produce electricity for the Wastewater Treatment Plant in Pompano Beach. Public Works is also making the County's roadways safer for pedestrians, bicyclists, and transit user through its Complete Streets and Mast Arm projects.

Broward's Port Everglades is one of the busiest cruise ports in the world and continues to grow to accommodate larger cruise and cargo ships, enhancing the vacation experience for cruise guests and handling increased amounts of international cargo. The total value of economic activity is \$26 billion each year.

Stay connected with by visiting Broward.org/District4 and sign up to receive email updates from our office. If there is anything that we can do to assist you with your vision for a better Broward, please do not hesitate to contact our office at 954-357-7004 or by email at clamarca@broward.org.

As always, it is my honor to serve you.

Chip LaMarca
Broward County Commissioner, District 4

A new monthly safety education program DESIGNED FOR SENIORS.



BROWARD HEALTH IMPERIAL POINT
and the
BROWARD SHERIFF FIRE RESCUE and
EMERGENCY SERVICES DEPT.
present the
Senior Life Safety Program

A **NEW, FREE MONTHLY CLASS** presented by a professional Life Safety Educator that aims to teach and empower our senior citizens to better protect themselves in their day-to-day lives.

Schedule of Safety Topics

Every Fourth Thursday of the Month
3pm - 4pm
(except November & December)

2014 Schedule

July 24 • Hurricane Preparedness
August 28 • General Home Safety
September 25 • Fire Safety
October 23 • Medication Safety
November 20 • Safety Around the Holidays
December 18 • Electrical Safety

2015 Schedule

January 22 • Fire & Burn Safety
February 26 • Slip & Fall Safety
March 26 • Food Safety
April 23 • General Health & Fitness Safety
May 28 • Internet & Drug Scams:
Safety in the 21st Century
June 25 • Kitchen Safety

Location

Broward Health Imperial Point
6401 N. Federal Highway
Fort Lauderdale, FL 33308
Cafeteria – 1st Floor

Tea, coffee, finger sandwiches and scones will be served. Bring a guest or come alone to meet other like-minded individuals.

Door prizes will be available.

Please RSVP by calling the Broward Health Line at 954.759.7400.

Attendance is limited to the first 50 callers.



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