



CITY OF FORT LAUDERDALE

**MEETING MINUTES
CITY OF FORT LAUDERDALE
SUSTAINABILITY ADVISORY BOARD**

Tower 101, Suite 1100

101 NE 3rd Avenue, Fort Lauderdale, FL 33301

March 24, 2025 – 6:00 PM

Cumulative Attendance					
1/2025 through 12/2025					
	Members	Appt by	Attendance	Present	Absent
1	Robert Daoust, Vice Chair	II	A	1	1
2	Kelly Charles	IV	P	2	0
3	David Blattner, Chair	I	P	2	0
4	Suzee Bailey	C	A	1	1
5	Spencer Lasday	II	A	0	1
6	Robert Landers	III	A	1	1
7	Nicole Barnett	M	P	2	0
8	Vacant	I	-	-	-
9	Vacant	M	-	-	-
10	Vacant	III	-	-	-
11	Vacant	II	-	-	-
12	Parker Jacobson-Bertanzetti, Non-Voting Youth Chair	C	P	2	0

Staff Present

Glen Hadwen, Sustainability Manager

Luz Ramirez, Sustainability Analyst

Mallory Jones, Sustainability Administrator, Interim Board Liaison

Melissa Doyle, Sustainability Division Manager (via Zoom)

Drew Newstrom, Fleet Manager

Dr. Nancy Gassman, Assistant Director of Public Works (Sustainability)

Jamie Opperlee, Recording Clerk, Prototype, Inc.

Guests

Rick Longobart, City of Raleigh

I. Call to Order/Roll Call

The meeting was called to order at 6:10 p.m. Roll was called, and it was noted a quorum was not present.

Mr. Hadwen clarified that in the absence of a physical quorum, the Board could not vote to approve Chair Blattner’s attendance of tonight’s meeting via Zoom.

II. Approval of Minutes

- February 24, 2025

In the absence of a quorum, minutes could not be approved at this time.

III. Liaison Report

- Net Zero Plan Update

Mr. Hadwen reported that the Board's Net Zero Plan was presented to the City Commission on March 4, 2025. A Communication to the Commission was also transmitted by the Board in support of the Net Zero Plan at the same meeting. Staff is working to develop a follow-up presentation on the Plan, as the Commission would like more detail on its implementation. It was estimated that this follow-up presentation would be made in May or June 2025.

Ms. Charles asked if any input is needed from the Board on the follow-up presentation. Ms. Ramirez replied that she and Mr. Hadwen will provide this presentation to the Board for their input before it is presented to the City Commission.

Mr. Hadwen advised that the Commission had indicated they were mostly supportive of the Net Zero Plan. At the March 4 presentation, they discussed the item but did not vote upon it. He also noted that the Board's Communication had requested that the Commission pass a Resolution to adopt the Net Zero Plan, which will require a majority vote.

- Urban Forestry Master Plan Outreach

Mr. Hadwen continued that outreach for the City's Urban Forestry Master Plan is underway. Two of the five public outreach meetings have been held thus far, with light attendance. He encouraged the Board members to attend and share information on the upcoming meetings scheduled for April 2, April 3, and April 7, 2025. A survey is also available to the public.

Ms. Jacobson-Bertanzetti suggested that other young people may be interested in participating in the meetings or survey as a way to fulfill community service hours.

- 2025 SAB Topics and Guide for Board Members

Interim Board Liaison Mallory Jones advised that presentations are scheduled for tonight's meeting, and the Board would continue to discuss ongoing topics such as renewable energy, electric vehicles, and other items identified at previous meetings. Over summer 2025, the Board's focus would pivot to resiliency.

Ms. Jones also reminded the members that when new topics or recommendations are proposed, these should be raised under the heading of New Business. New topics that are not of a general nature will need to be voted on by the Board and, if approved, placed on future meeting Agendas rather than discussed at the current meeting. She provided the Board members with a link to the City's meeting policies.

- Information Exchange Changes

Ms. Jones stated that City Staff will continue to email the Board members with Agendas and Information Exchanges on the Fridays preceding their Monday meetings. The Agenda is also posted on the City's website and calendar. Any other Information Exchanges will occur at the discretion of Staff. She emphasized the importance of addressing appropriate topics on which the Board has voted, as well as keeping discussions on topic.

IV. Presentations

- Raleigh Green Fleet (Rick Longobart, City of Raleigh)

Mr. Hadwen welcomed Rick Longobart, Fleet Manager of Raleigh, North Carolina, who would provide information on the greening of that City's fleet.

Mr. Longobart gave a PowerPoint presentation on Raleigh's electric fleet, explaining that many of the initiatives in its transition to electrification stemmed from that city's Climate Action Plan. That Plan included a variety of initiatives, some of which focus on the availability of electric vehicle (EV) charging for the city's fleet as well as for the public. Before an EV plan was adopted, Raleigh already had 38 charging stations and 56 ports city-wide. They created a mapping tool to identify the locations of public charging stations.

The city realized that they needed to implement a longer-term, multi-year plan. They issued a request for proposal (RFP) and awarded a contract to consulting firm ICF, which developed an EV implementation strategy. Mr. Longobart characterized the strategy as a road map of how the city could achieve its goal of an electrified fleet, including costs, how it would be funded, and when it would occur. He emphasized that transportation contributes significantly to a city's greenhouse gas emissions.

To determine the best way to transition to electric vehicles, the city considered data used to calculate the total cost of ownership. They then determined the potential savings that could be realized by converting to EV assets. A replacement recommendation plan determined which types or classes of vehicles were most ideal for conversion over a 10-year cycle, including which vehicles could be electrified.

The city also needed to assess its fleet transition plan with respect to charging infrastructure, energy demand, and charger type and location. Once this was done, the

next step was to determine the cost of transitioning the fleet to electric infrastructure. Mr. Longobart noted that there are many different philosophies for this transition. The method chosen by Raleigh was to provide a four-to-one ratio of vehicles to chargers, as many vehicles do not travel many miles and do not need to be charged daily.

The city estimated the cost of transitioning its fleet at \$12 million for the identification and installation of hardware only; additional infrastructure costs, such as trenching, boring, and transformer upgrades, would come to roughly another \$10 million. Raleigh opted for a park-and-ride model in which both city and public-facing charging would be shared. City vehicles would primarily use charging facilities at night, while those same charging facilities are open to the public during the day.

Another need was to determine which buildings should install charging stations, which was difficult because it is not yet known what the EV landscape will look like over the next 10 years. The city created a document tracking the number and types of vehicles, as well as miles traveled, which allowed them to calculate the cost of infrastructure.

Mr. Longobart advised that although funding is identified in the city's capital improvement program every year, there are also other initiatives competing for these dollars. He reviewed a number of grant options the city has used, acknowledging that changes at the federal level may affect the availability of these funds. Close to \$11 million in grant funding is anticipated over the next five years. The city also recognizes that transitioning to an EV fleet also includes significant total cost savings, as well as reductions in greenhouse gas emissions.

From a public-facing perspective, the city chose to implement EV charging infrastructure in a variety of communities throughout Raleigh rather than limiting them only to certain areas. Significant training throughout the city is also required. Thus far, \$20,000 has been spent on technical training. This also enhances the city's recruitment and retention policies, as electrification typically gravitates toward a different type of workforce which is more likely to rely upon computer technology.

For divisions or departments that have not received EVs thus far, the city has developed a motor pool system that provides three separate pools throughout the city. These vehicles can be reserved by employees via desktop and operate using keyless technology. The vehicle is then returned at the location of the employee's desire and made available to the next employee who needs it.

At present, the city continues to install chargers at fueling hubs which provide a multitude of fuel options. The city also considers how to break down barriers and challenges that affect the public's perception of EVs; when departments request new vehicles, they consider every type of vehicle that needs to be replaced from a sustainability perspective. Not all needs can be met by EVs across all divisions. For vehicles that may not be replaced during the next five to ten years, the city considers bridge technology, which looks at renewable rather than petroleum-based fuels.

Mr. Longobart advised that because the city will not be able to implement as many EV chargers as they want as quickly as they want, they are also considering options such as providing employees with fuel cards so they can access third-party EV charging services, as well as other means of charging EVs. All of the city's EV chargers are now networked to city software, which allows for monitoring of energy consumption.

The Board members discussed the presentation, with Ms. Barnett requesting clarification of the size of Raleigh's fleet. Mr. Longobart replied that there are approximately 1,800 vehicles regularly on the road, with a total fleet of 4800 vehicles including construction equipment.

With respect to the park-and-ride model used by Raleigh, Mr. Longobart explained that the city's vision is to install more chargers than there will be vehicles parked at that location. While they do not anticipate significant other consumption, the city may enable or disable infrastructure and may increase charges based on demand.

Ms. Barnett also asked if the city's strategic plans address potential challenges related to EV infrastructure, such as cold or hot weather, flooding, wildfires, or other natural impacts. Mr. Longobart replied that Raleigh's climate is not expected to hinder the charging of EVs during most of the year.

Ms. Barnett asked if any resistance to the EV plan is anticipated by any city departments based on their operations. Mr. Longobart advised that there has been a reasonable amount of resistance, but the city has learned a lot from this feedback and educates mutual aid providers and others. Some departments, such as Police and Fire services, are very aware of the environmental impacts and have embraced EV technology. More investment in infrastructure will be necessary before an EV fleet can be widely implemented for Police services.

Ms. Ramirez asked if direct pay was considered when determining the total cost of ownership. Mr. Longobart replied that direct pay is not yet a significant consideration. Depreciation has not been considered as part of the cost of ownership at this time.

Additional questions from the Board and Staff members addressed compressed natural gas (CNG) technology infrastructure, additional technologies such as recap/retread tires, and goals for conversion developed during strategy meetings with the city's consultants.

V. New Business

None.

VI. Old Business

- Sustainability Advisory Committee Coalition

Ms. Jones explained that this item referred to individuals throughout multiple counties who are meeting to discuss sustainability issues. It was determined that this would be discussed further at a later meeting.

VII. Proposed Communication

- SAB Vacancies

Mr. Hadwen advised that in the absence of a quorum, the members cannot vote on this item, although they may review it and offer suggestions.

Chair Blattner stated that in the past, the Board has sent a communication to the City Commission when there were multiple vacancies. It was confirmed that there are currently four vacancies. A potential communication would be discussed further at a later meeting. Chair Blattner emphasized that the Board works best when its membership is at full capacity.

VIII. Comments

Mr. Hadwen again encouraged the Board members to attend the upcoming public meetings related to the City's Urban Forestry Plan, and to share information about those meetings and the survey with other interested parties.

Mr. Hadwen also noted that Heal the Planet Day in Fort Lauderdale will be held in Esplanade Park on April 13, 2025.

IX. Items for Next Meeting

Ms. Jones advised that Fleet Manager Drew Newstrom will address the Board next month regarding the City's fleet. Any questions regarding the City fleet can be sent to Staff, who will relay them to Mr. Newstrom in advance of the next meeting. The April meeting will also include further discussion of the Urban Forestry Master Plan.

X. Adjournment

There being no further business to come before the Committee at this time, the meeting was adjourned at 7:20 p.m.

Any written public comments made 48 hours prior to the meeting regarding items discussed during the proceedings have been attached hereto.