



**MINUTES OF  
THE BOARD OF SUPERVISORS  
WORKSHOP MEETING OF  
LAKE WORTH DRAINAGE DISTRICT  
HELD AT THE DELRAY BEACH OFFICE ON  
February 6, 2024 at 8:30AM**

**Board Members Present:**

Steve Bedner  
Carrie Hill (Via Phone)

James M. Alderman  
John I. Whitworth, III

**Board Members Absent:**

Jeffrey P. Phipps, Sr.

**1. Call to Order – Stephen Bedner,**

President called the meeting to order.

**2. Agenda Revisions – Tommy Strowd, Executive Director**

There were no agenda revisions.

**3. Briefing on Future Board Agenda Items**

Staff provided briefings on anticipated agenda items for the February 14, 2024 regular board meeting including:

- **Approval to enter into a Memorandum of Agreement with Florida Department of Transportation (FDOT) defining responsibilities to operate and maintain the E-2W Canal during and after construction of the turnpike widening project between the West Palm Beach Service Plaza to Okeechobee Boulevard, and approval to convey portions of the E-2W Canal and L-9 Canal right-of-way to FDOT for associated roadway improvements. Location: E-2W Canal, between L-9 and L-5 Canals (Project #RW-23-0160) – Nicole Smith, Permit Supervisor**

Ms. Smith stated FDOT submitted an application for the next phase of the turnpike widening project, which encompasses improvements from the north end of the West

Palm Beach Service Plaza to the L-5 Canal adjacent to the E-2W Canal. FDOT also provided a draft Memorandum of Agreement (MOA). Staff have reviewed and provided comments on the project plans and draft MOA and are currently awaiting revisions.

Previous board approval for the first phase of the turnpike widening project from Boynton Beach Boulevard to Lake Worth Road included plans for a bulkhead wall installation and the conveyance of 0' to 20' of E-2W Canal Right-of-Way from LWDD to FDOT (RW-19-0119). The bulkhead wall addresses existing and future maintenance concerns.

On May 15, 2019, the Board gave conceptual approval of FDOT's proposed design for widening the turnpike from the West Palm Beach Service Station to the L-5 Canal, part of which involves constructing a bulkhead wall within the easternmost 20 feet of the LWDD E-2W Canal to accommodate the road widening. Conceptual approval was conditioned upon: FDOT providing final plans for permit issuance; approval of a Memorandum of Agreement outlining the parties responsibilities for construction and maintenance; FDOT conducting hydraulic modeling and analysis to assess any potential impacts on the canal; FDOT constructing the E-2W Canal to the full design section; installation of riprap rubble along the project limits, and consideration of mitigated fees based on mutual benefit to FDOT and LWDD.

Ms. Smith presented details on the specific areas for improvements, sharing LWDD's standard design sections for areas with and without a proposed bulkhead wall. She also shared proposed areas for conveyance of right-of-way to FDOT for constructed improvements where the bulkhead is constructed, as well as an exchange of remnants of the L-9 Canal for additional right-of-way on the E-2W Canal for use as part of a FDOT stormwater pond.

FDOT is requesting Board approval to enter into a Memorandum of Agreement (MOA) defining responsibilities for operating and maintaining the canal during and after construction. LWDD and FDOT staff are working on the draft. Remaining concerns include maintenance access points along the turnpike and requested assurances that LWDD will maintain the canal for "safety of the traveling public."

Comments on the initial draft Memorandum of Agreement will be provided to FDOT, and the MOA is expected to be finalized for presentation to the Board for approval at next month's meeting. Staff are awaiting revised plans to address previous LWDD comments in order to issue the permit.

Sr. Vice President Alderman inquired which portions of the project will be bulkhead wall and how the E-2W Canal bank will be maintained.

Sr. Vice President Alderman and Supervisor Whitworth expressed concerns regarding the dangerous conditions with staff navigating the turnpike to access the right-of-way for maintenance. The Board requested that FDOT continue construction of the bulkhead wall for the limits of the project to address safety and maintenance issues.



Fred Gaines, representing FDOT, indicated that construction of the wall is very expensive and not necessary for the entire length of the project; FDOT determined that installation of rubble rip rap is very stable. He shared that FDOT staff are diligently working towards drafting a MOA that is acceptable to LWDD staff and that the turnpike staff have the same maintenance access safety concerns.

Carlos Estrella, FDOT project manager, shared that it cost \$15 million per mile for construction of the bulkhead wall, and installation of rip rap is \$7.5 million per mile, nearly triple the typical price, due to the LWDD's typical cross section requirements.

Ms. Walker stated that LWDD's goal is to have either a bulkhead wall that did not require maintenance, a 10' stabilized maintenance berm, or have the right-of-way constructed to the LWDD right of way line in areas that the construction was not going to impact the right-of-way so that staff could finish construction of the east bank. She stated that maintenance access is a major concern and that the District may have to rip rap the entire canal bank if maintenance access concerns could not be addressed. She stated that FDOT is proposing shared access for maintenance of a barrier wall, necessitating maintenance from the LWDD 10-foot right-of-way. Staff have concerns and objections to this approach as it shifts the district's focus from maintaining right of way for drainage purposes to maintenance access. In the future, LWDD may opt to rip rap the entire canal section without retaining a traversable 10-foot maintenance area.

President Bedner expressed concerns regarding the limited, hazardous access from the turnpike for LWDD staff to mow and maintain the area. He asked Mr. Gaines about possible changes to their design plans that would relieve the district from the responsibility of maintaining the 10 feet.

Ms. Allison Stettner, FDOT Director of Planning/Production stated that FDOT cannot agree to all maintenance of the east side of the canal but could agree to mowing the canal bank.

Staff indicated that FDOT agreeing to mow the right of way would alleviate some of the safety and maintenance access concerns.

Ms. Walker inquired about FDOT maintenance schedules and recommended that the agencies coordinate regarding shared inspections to identify and resolve potential issues.

Ms. Walker indicated that staff would continue to work with FDOT to resolve any outstanding issues in order to bring an MOA to the board for approval at the March board meeting.

There was a recess called at 9:39 a.m. The meeting was reconvened at 9:50 a.m.

- **Approval of investment strategy for mature funds, authorizing transfer of a portion of funds to the District's managed portfolio and extending the investment term – Karen Hoyt, Director of Finance & Administration**

As a follow-up to the Board's request at the January 2024 meeting, Mr. Sean Gannon from PFM Asset Management provided a summary of the district's financial investments and presented several investment scenarios to the board for their consideration. A copy of the presentation is attached hereto as a part of the meeting record.

Ms. Hoyt recommended investing \$25 million in Florida PALM for a duration of 12 months at a 5% interest rate, which would potentially earn approximately \$1.2 million. Furthermore, Ms. Hoyt highlighted the opportune moment to grant PFM greater flexibility within the PFM core portfolio. Currently, the term stands at 1-3 years. Ms. Hoyt proposed extending this term to 1-5 years, stating that this adjustment would enhance our ability to respond effectively to anticipated rate increases from the Fed.

President Bedner and Ms. Hill recommended investing two-thirds of the amount in the longer-term managed portfolio at 4.5% and one-third with Florida PALM.

- **Approval of sole source procurement with MPI/Waterman for design and fabrication of radial water control gates for the District's major control structures – Anthony LasCasas, Director of Operations & Maintenance**

Mr. LasCasas stated the staff will be recommending continuing purchasing flood control gates from Waterman and utilizing their local distributor, MPI, as a sole source vendor. He noted that all of the District's existing control structure gates are from Waterman and recommended continued procurement to ensure consistent quality in the District's flood control infrastructure. He highlighted that the District's efforts to use different manufacturers in the past have not been successful and resulted in more time and effort expended to correct issues.

#### 4. **Staff Reports**

There were no staff reports.

#### 5. **Board Reports & Comments**

There were no additional board comments.


#### 6. **General Public Comment**

There was no public comment.

#### 7. **Adjourn**

There being no further business, the meeting was adjourned at 10:32 AM.

  
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President – Stephen Bedner

  
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Recording Secretary – Sandra Acosta