MINUTES
BROWARD COUNTY MARINE ADVISORY COMMITTEE
PARKS AND RECREATION DIVISION
April 2, 2026, 2:00 PM
Plantation Heritage Park
1100 S Fig Tree Lane
Plantation, FL 33317

I CALL TO ORDER: The meeting was called to order at 2:00 PM by Chair John Fiore.

II ROLL CALL: Roll was called; a quorum was present.

Members:

Jerry Baer	John Fiore	Amanda Noon
Doug Beals	Julie Greenfield	Jo Stanley
Cliff Berry	David Ide	Clive Taylor
Penny Cutt		Barry Webber

Staff:
Jay Sanford, Staff Liaison, Broward County Parks & Recreation Division
Lisa Totten, Broward County Parks & Recreation Division

Guests:
James MacEntee, Pompano Beach Power Squadron
Seth Towbis, Pompano Beach Power Squadron
Travis O'Neal, Fort Lauderdale Police Department
Marc Johnson, Fort Lauderdale Police Department
Dayna Bhaggan, Fort Lauderdale Police Department
Paul Creelman, Hillsboro Beach Police Department
Jim Pugliese, Hillsboro Beach Police Department
David Turner, Wilton Manors Police Department
John Faul, Hallandale Beach Police Department
Chris Oh, Lighthouse Point Police Department
Jack Bendit, Lighthouse Point Police Department
Matt Gioielli, Broward Sheriff's Office
Joshua Triplett, Hollywood Police Department
Robert Marren, Hollywood Police Department
Christopher Alban, Hollywood Police Department
Ben Stanley

III PUBLIC COMMENTS: NONE

IV APPROVAL OF MINUTES: Vice Chair Barry Webber made the motion to approve March 5, 2026, meeting minutes and Clive Taylor seconded. The motion passed unanimously.

V CORRESPONDENCE: NONE

VI OLD BUSINESS: NONE

VII NEW BUSINESS:

EMLEG FY 24/25 Quarterly Statistic Reports.
Jay Sanford presented the EMLEG quarterly statistics report for the prior year, noting that there were seven accidents and approximately 13,000 contacts recorded. He referenced that the report was included in the agenda packet so members could see what activities had taken place over the year.

MAC Member Reports and Additional Information from Applicants on FY 2025-2026 EMLEG Applications.

Broward County – Peter Grady: Peter Grady reported that he met with Jay Sanford to review Broward County's grant application and that the County was requesting $24,000 to fund advanced law enforcement training in the next cycle. He explained that the training would be provided by TAC, an organization he said the County has used previously and that is well regarded in the training community, with courses that have been well received. He emphasized that bringing officers together for joint training is an appropriate and effective use of EMLEG funds, describing such training as beneficial for coordination among agencies. He stated that he supports Broward County's request and recommended that the committee approve funding for the grant application.

Broward Sheriff's Office – Julie Greenfield: Julie Greenfield reported that she met with Sergeant Matt Gioielli and Officer Rob Ponovac from the Broward Sheriff's Office and accompanied them on a site visit at Sawgrass Recreation Park, which she described as a very positive experience. She noted that they discussed the distinctive nature of the Everglades environment compared to the Intracoastal Waterway she had observed with BSO the prior year, as well as the proposed hourly rate increase and the agency's desire for flexibility in allocating hours between aggressive and weekend coverage. Ms. Greenfield stated that, in her view, BSO maintains a very robust program through its marine patrol and related operations, in both fresh and salt water, across six zones, and that they also provide support across Broward County when requested by other marine agencies. She recommended approval of BSO's grant application and further recommended approval of the requested hourly rate increase based on the information shared during her discussions with the agency.

City of Fort Lauderdale – Joseph Martinet: Joseph Martinet reported that he met with Sergeant Travis O'Neal of the Fort Lauderdale Police Department and participated in a ride-along, which he described as very informative, especially since he is new to the committee. He said the sergeant explained the differences among regular, enhanced, and aggressive hours, and outlined the types of calls the marine unit responds to, emphasizing that their work extends beyond traditional law enforcement to a range of community-focused duties. Mr. Martinet noted that the ride-along helped him understand the unit's value to the community. He stated that the agency used only about 48% of its available hours in the prior year, and recounted the sergeant's explanation that, while he could place more personnel on the boats, without additional trained marine officers they would not provide the same level of service. Mr. Martinet said this rationale for building up the number of properly trained marine officers so the unit can better utilize its hours and increase its

service made sense to him. On that basis, he recommended that Fort Lauderdale receive the full amount of funding requested in its grant application.

City of Hallandale Beach – Amanda Noon: Amanda Noon reported that she met with Sergeant John Faul of Hallandale Beach and joined him on the agency's 26-foot RIB, which had recently returned to service after receiving upgrades such as new tubes, a new top, and new seating. She stated that during their patrol they visited Golden Isles Lake, where there are multiple sunken vessels, and noted that these are being addressed in coordination with the Florida Fish and Wildlife Conservation Commission. She explained that the area has experienced an increase in abandoned vessels following ongoing enforcement efforts by Hollywood. Ms. Noon further reported that over the past year the Hallandale Beach marine unit used about 60% of its available hours because of staffing limitations, but that a former officer who is already trained on the vessel had returned to the unit, and the agency therefore anticipates an increased on-the-water presence moving forward. Based on this information and her observations, she recommended approving Hallandale Beach's grant application and stated that she fully supports the request.

Town of Hillsboro Beach – John Fiore: Chair John Fiore reported that he reviewed Hillsboro Beach's grant application and accompanied the town's marine officer on a patrol. He stated that he was very impressed with how the officer handled operations on the water, describing a stop of an older rental vessel operated by an out-of-area boater with a child onboard who was not wearing a life jacket. The officer required the operator to produce all required safety equipment, directed that the child wear an available ski jacket as a temporary measure, and advised that a proper life jacket still needed to be obtained. Chair Fiore also noted that during the patrol the officer protected a manatee and calf by positioning the vessel to divert other boat traffic away from them. He remarked that Hillsboro Beach is responsible for approximately 2 to 2 ½ miles of Intracoastal Waterway from the Hillsboro Inlet northward, that the area receives substantial boating traffic, and that, based on what he observed, the agency is doing a good job. On that basis, he recommended approving Hillsboro Beach's grant application.

City of Hollywood – Josh Dotoli: Josh Dotoli provided a narrative report which was included in the members' packets. The members were given an opportunity to review the report, which described his observations during his ride along with Officers Marren and Alban of the Hollywood Police Department Marine Unit. He noted that the officers had participated in some on-water enforcement work, including an encounter with a suspected noncompliant Bahamian vessel. It was further noted that Hollywood officers spoke favorably about the operations at the Loggerhead Park Mooring Field. Based on his review and experience Mr. Dotoli recommended that Hollywood's grant application be fully funded, including funding for both requested zones as well as the purchase of night vision goggles to expand the agency's nighttime operational capabilities.

City of Lighthouse Point – Jo Stanley: Jo Stanley reported that she met with Commander Oh and Chief Vaccaro to review the request and discuss the status of the marine unit. She explained that, due to a serious traffic accident just before her arrival and questionable weather, they did not conduct a ride-along but instead held a detailed discussion and toured the joint Emergency Operations Facility, which highlighted how closely integrated the marine unit is with the city's broader emergency response functions. She noted that the primary patrol vessel is a 29-foot Fluid equipped with engines from 2021 that have approximately 4,000 hours of use, and that the unit is currently experiencing a trim motor issue that is limiting some deployment and affecting their ability to fully utilize their hours. Ms. Stanley stated that the department has roughly a dozen or

slightly more authorized marine operators, with the goal of having one or two assigned per squad so that the vessel is used across shifts. She reported that the agency is planning a six-week maintenance period in October and is exploring longer-term replacement funding with assistance from FIND, while in the near term also considering infrastructure improvements such as a floating dock to improve access and operational readiness. Based on her review and the information provided by Lighthouse Point, Ms. Stanley characterized the marine unit as well utilized and recommended that the committee fully fund Lighthouse Point's grant application.

Pompano Beach Power Squadron – Jerry Baer: Jerry Baer reported that he met with three representatives of the Pompano Beach Power Squadron to review their operations and grant request, noting that the group is part of the U.S. Power Squadron and is staffed by unpaid volunteers who are strongly committed to boating safety. He explained that they had planned a ride-along on the organization's newly added boat but remained at the dock due to weather, where the representatives walked him through the safety checklist they use with participants and described the on-water instruction they provide, including navigation, right-of-way rules, bridge transits, inlet awareness, and other safety topics, as well as a man-overboard drill using a training dummy. Mr. Baer stated that the Squadron offers classroom courses that qualify students for the Florida Boater Education Identification Card, which is required for individuals born after January 1, 1988. Mr. Baer stated that they are requesting $37,025 to cover advertising, printed materials, and education courses. He noted that the volunteers are not paid for their work, emphasized the importance of boating safety education, and recommended that the committee approve and fully fund the Power Squadron's grant application.

City of Wilton Manors – Cliff Berry: Cliff Berry reported that he met with Sergeant Turner of Wilton Manors to review the agency's marine operations and grant request. He stated that the request included 332 daytime hours, 284 aggressive hours, funding for marine law enforcement classes, and funds to replace a 150-horsepower Suzuki engine with approximately 3,000 hours of use. He described Sergeant Turner as highly committed to fulfilling 100% of the allotted hours each year and recommended granting him flexibility to move some weekday hours into aggressive weekend hours so he can maintain that full utilization. Mr. Berry noted that the unit has six trained marine officers operating a single 19–20 foot boat, that they frequently deal with paddleboarders and jet ski operators who are unfamiliar with boating rules, and that they distribute boater guides where practical. He reported that the davits are old and slow to deploy and that a floating dock would improve efficiency, though this was not included in the funding request. Regarding the engine, he explained that the agency maintains it well but is concerned about potential downtime if it fails, which could prevent them from meeting their hours. He stated that he recommends approval of Wilton Manors' grant application, including the requested engine replacement, while acknowledging that if the committee chooses not to fund the motor due to precedent concerns, they should consider other avenues, such as support for pursuing FIND grant funding.

MAC Discussion and Recommendation to County Commission for funding of FY 2026-2027 EMLEG Program

Jay Sanford presented eight funding options for the EMLEG program.

Option 1 - Mr. Sanford explained that under Option 1 there would be no increase in the hourly rate, and each agency would receive the hours they requested. Agencies that requested training classes would receive those classes, and agencies that did not request classes would not receive

them. He presented this as the baseline scenario with no raise and no change to requested-hour allocations.

Option 2 - Mr. Sanford stated that there would be no increase in the hourly rate, agencies would receive the hours they requested, and all agencies would receive law enforcement training classes. In addition, all requested equipment would be purchased, including the outboard motor and the night vision goggles. He characterized Option 2 as a package with requested hours, fully funded classes, and full equipment funding with no hourly rate increase.

Option 3 - Mr. Sanford described Option 3 as providing each agency with its requested hours, funding the requested equipment, and fully funding standard law enforcement training classes, while also increasing the hourly rate by one dollar. He noted that this combination of requested hours, equipment, training, and a one-dollar raise produced a total program cost of approximately $904,000.

Option 4 - For Option 4, Mr. Sanford explained that all agencies would receive standard hours across the board, meaning some agencies, such as Fort Lauderdale, would be allocated more hours than they had requested so that their allocation matches the standard level used in past years. Under this option, the program would still purchase the requested equipment and fully fund law enforcement training classes, and all agencies would receive a $1 hourly rate increase. He also reminded the committee that this effectively gives Fort Lauderdale additional hours they might or might not use, but preserves those hours in their “bank” if they choose to deploy them.

Option 5 - Mr. Sanford outlined Option 5 as providing standard hours for all agencies and fully funding law enforcement training classes, but with no equipment purchases. In exchange for forgoing equipment, the hourly rate would be raised to $53 per hour. He clarified that in Option 5, equipment such as the outboard motor and night vision goggles would not be funded, and the tradeoff would be a higher hourly rate for the agencies.

Option 6 - Mr. Sanford stated that the agencies would receive the hours they requested rather than standard hours, so in this case Fort Lauderdale’s hours would be reduced to the level they requested rather than the higher historical standard. This option still funds the requested equipment and fully funds training classes, while raising the hourly rate to $54 per hour. He emphasized that Option 6 is another agency-requested hours scenario at the higher hourly rate with equipment and training included.

Option 7 - Mr. Sanford described Option 7 as fully funding all agencies for their full standard hours, regardless of what they requested, while also purchasing the requested equipment and fully funding law enforcement training classes. Under this option, the hourly rate would be $54 per hour. He distinguished Option 7 from Option 4 by noting that both use standard hours and include equipment and training, but Option 7 carries the larger, $2 hourly increase.

Option 8 - Finally, for Option 8, Mr. Sanford explained that agencies would receive standard hours and law enforcement training classes, but no equipment funding. In this scenario, the hourly rate would be set at $54 per hour, similar to Option 7, but equipment (including items like the motor and night vision goggles) would not be purchased. He presented Option 8 as the highest hourly rate with standard hours and training, paired with a complete exclusion of equipment purchases.

In addition to describing each option, Mr. Sanford informed the committee that agencies were currently being paid $52 per hour and that each $1 increase in the hourly rate would add roughly $16,000 to the annual commitment. He also noted that the program had a little over $600,000 in reserve at that time (not yet including any rollover of unspent funds) and that the annual budget was about $1.2 million.

The Committee members discussed whether to fund standard hours for all agencies versus only agency-requested hours, the precedent of paying for major equipment such as engines, and the relative importance of funding engines versus night-vision equipment. There was specific debate over Wilton Manors' request for an outboard engine replacement, including whether EMLEG should fund engines at all, whether a small agency with only one boat had a special need, and whether to seek partial funding from FIND and/or the city.

After questions and comments from several members, Cliff Berry moved to approve Option 4, which provides standard hours for agencies, funds requested equipment, law enforcement classes, and raises the hourly rate from $52 to $53; and Jo Stanley seconded. Peter Grady then proposed a friendly amendment that EMLEG fund only half the cost of the Wilton Manors engine so the agency could seek the remaining amount from FIND, or its city, and this amendment was seconded by Barry Webber and approved by vote. Nine members then voted in favor of the amended motion. The motion carried, thereby recommending that EMLEG be funded in FY 2026–2027 at standard hours with a $1 hourly rate increase to $53, with full funding of law enforcement training, the requested night-vision goggles for Hollywood, and funding half of the Wilton Manors outboard engine request.

VIII CHAIR'S REPORT: Chair Fiore thanked the Members for all the work they did with all the agencies and recommendations.

IX DANIA BEACH MAB REPORT: NONE

X HOLLYWOOD MAB REPORT: NONE

XI POMPANO BEACH MAB REPORT: Penny Cutt stated that the Board continued to discuss several ongoing issues in Pompano Beach, including barge loading operations at Alsdorf Park, slow speed zones, a 30-day anchoring limitation, charter registrations for vessels using Alsdorf Park for passenger pick-up and drop-off, and the matter of tiki structures over docks, noting that these topics have been under discussion for an extended period. Chair Fiore commented on the height and usability of the docks at Alsdorf Park, observing that most of the high fixed docks were oriented toward larger vessels rather than recreational boats. Mr. Sanford noted that local boaters still use the facility and that a small floating dock area is now heavily used by jet skis.

XII LIAISON'S REPORT: Jay Sanford noted that a proposed federal offshore speed rule intended to protect whales had been withdrawn and that he had circulated an article describing that outcome. He reported that Broward County staff had been directed to reopen the county manatee protection plan, including possible changes to how slip allocations are pooled and distributed, and said this process remained in progress. He also outlined Broward's marine funding structure,

explaining that one funding source (BBIP) is used for capital projects such as docks, ramps, and seawalls, while another (EMLEG local option funds) supports enhanced marine law enforcement, including vessels, equipment, and training, and noted that Broward's EMLEG program is viewed as a model by visiting agencies from other counties.

XII MAC MEMBER COMMENTS: Julie Greenfield asked Penny Cutt to confirm that Pompano Beach is considering a 30-day limited anchoring provision, and Ms. Cutt confirmed that such a 30-day limit is under consideration, though she did not recall every detail of the proposal. Ms. Greenfield then raised the idea of recommending a county-wide limited anchoring rule so that boaters could not simply move from one city's time-limited anchorage to the next, while Chair Fiore and David Ide pointed out that some cities currently have no such limits and questioned the fairness to boaters. Mr. Sanford explained that under current practice, municipalities, rather than the County, are generally responsible for enforcing local anchoring limits along the Intracoastal Waterway, described how Palm Beach County's county-wide 30-day rule has drawn significant criticism from boater advocacy groups, and noted that existing state 45-day anchoring limitations are written as consecutive-day rules that allow boaters to reset the clock by moving out of the area and then returning, which complicates efforts to address problem vessels without affecting responsible boaters.

Joseph Martinet raised concerns about jet ski rental companies operating near the port, stating that its operations have resulted in riders ending up in the water near the jetties and in the navigable shipping channel and that outbound cruise ships have been stopped because people were in the water. Mr. Sanford noted that this business is using public docks adjacent to a marine law enforcement office, and referenced similar problems that have arisen at other locations. Mr. Ide stated that such operators often do not carry proper commercial insurance and contrasted this with the higher coverage he was previously required to maintain. Ms. Stanley pointed out that a state livery law already requires rental operations to maintain insurance, provide training, and meet certification requirements, while Mr. Ide added that some operators present only regular personal insurance, which can appear valid during checks even though it is not the appropriate commercial coverage. Chair Fiore observed that the Coast Guard station and Hollywood's jurisdiction cover portions of the same area, and Mr. Ide mentioned that Hollywood is also dealing with a jet ski rental operating out of Holland Park. Mr. Martinet emphasized that authorities need to review these businesses to make sure they meet all required standards. Mr. Sanford explained that existing laws and regulations already provide tools to address the problem, but that enforcement is the challenge, noting that as long as fines remain low relative to daily rental revenues, some operators may simply treat penalties as a cost of doing business; he also described prior efforts at other locations, such as George English Park, where a formal agreement with a single rental operator was used to help displace unpermitted jet ski rental activity.

XIII ADJOURNMENT: The meeting was adjourned at 3:43 PM by Chair Fiore.