

Independent Transportation Surtax Oversight Board Regular Meeting

May 2, 2025



MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

Agenda Overview – Oversight Board Meeting

Welcome & Call to Order – Chair, C. Douglas Coolman

- Roll Call – Program Project Coordinator, Roy Burnett

Regular Agenda

1. **Motion to Approve** Minutes of the February 28, 2025 Oversight Board Meeting
2. **Motion to Note for the Record** FY 2024 Financial Audit of the Surtax Fund
3. **Motion to Approve** the City of Pembroke Pines' request to convert \$132,938 in recommended Cycle 1 funding from a planning phase to a design phase for municipal capital project PPIN-039
4. **Selection of Oversight Board Chair and Vice-Chair**

Presentations

- I. **Office of Economic & Small Business Development CBE Goal Attainment Update**
- II. **Transportation Systems Management and Operations (TSM&O) Briefing**
- III. **3rd Amendment to the Transportation System Surtax Interlocal Agreement Overview**
- IV. **Federal Legislative & Discretionary Grant Update**
- V. **State Legislative Update**

Member Reports, Board Coordinator & General Counsel Comments

Adjourn

Regular Agenda



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Action Item 1

Motion to Approve Minutes of the February 28, 2025 Oversight Board Meeting

Action Item 2

Motion to Note for the Record FY 2024 Financial Audit of the Surtax Fund

FY 2024 Audit of the Surtax Fund

FY 2024 Surtax Fund Audit Report Presented by RSM

Action Item 3 MCP Phase Conversion Request – Pembroke Pines



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Action Item 3 – Approval of Conversion Request

Motion to Approve the City of Pembroke Pines' request to convert \$132,938 in recommended Cycle 1 funding from a planning phase to a design phase for municipal capital project PPIN-039

MCP Phase Conversion Request – Pembroke Pines

- The scope proposes building nearly 90,000 linear feet of new sidewalk in various locations citywide, increasing connectivity to Flamingo Road, Health Park, and Pines Villages
- The City of Pembroke Pines is requesting to convert their planning phase funding approved in Cycle 1 (\$132,938) into design funding (\$531,750) for municipal capital project PPIN-039

Ranking	Project ID	Project Description	Approved <u>Planning</u> amount FY 2020	Programmed <u>Design</u> amount FY 2025	Programmed <u>Construction</u> amount FY 2026	Total
46	PPIN-039	Citywide Sidewalks	\$132,938	\$531,750	\$3,766,562	\$4,431,250

Action Item 4

Selection of Oversight Board Chair and Vice-Chair

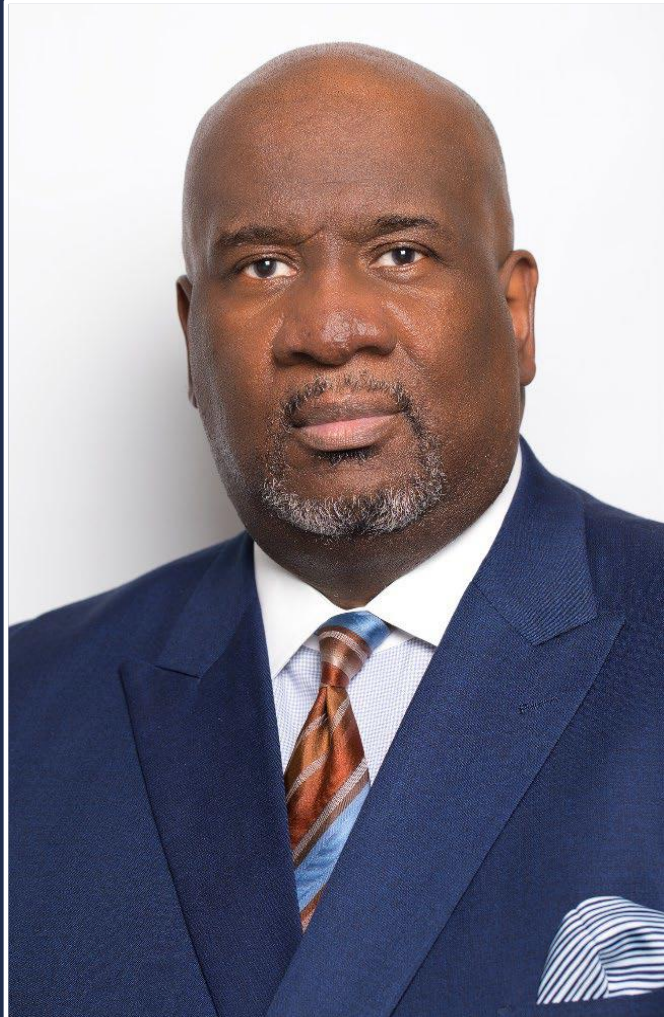
Broward County Administrative Code, Chapter 34.13(b)(1) (Election and Term of Officers):

“The Chair and Vice-Chair shall be elected every two (2) years by the members of the Oversight Board at any regular or special meeting of the Oversight Board”

OESBD Quarterly Update: Thirty for Thirty



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Sandy-Michael McDonald
Director/ DBELO/ ACDBELO

smmcdonald@broward.org
Broward.org/EconDev

MAP Broward Small Business Highlights

CBE Projects AWARDED as of 9/30/2024

Project Highlights	COUNTY	MUNICIPAL	TOTAL
Projected Amount to CBE Firms	\$139,628,572	\$29,591,230	\$169,219,803
Awarded to Contractors	52	50	102
Total Amount Awarded	\$451,499,871	\$77,409,081	\$52,908,953
Average CBE Commitment	35%	41%	38%
Total Dollars Paid to Prime	\$108,200,544	\$59,613,938	\$167,814,482

MAP Broward Small Business Highlights Cont'd

Completed Contracts: Attainment $\geq$ 105% Commitment

	Project Name	Municipality	Prime Vendor	CBE Goal	CBE Commitment	Final CBE Attainment
1	TSDOR SW 196th Ave to SW 202nd Ave	Southwest Ranches	Kailas Corp	35%	35%	100%
2	College Avenue Phase II Roadway Improvements	Town of Davie	Bacallao Construction & Engineering Development, LLC d/b/a BC & E	40%	40%	64.4%
3	Wilton Drive Landscaping and Irrigation Project WILT-006	Wilton Manors	Green Construction Technologies Inc.	30%	80%	92.9%
4	Liberty Street	Hollywood	Weekley Asphalt Paving	30%	30%	47%

Completed through September 30, 2024

MAP Broward Small Business Highlights Cont'd

Completed Contracts*: Attainment $\geq$ 105% Commitment

	Project Name	Municipality	Prime Vendor	CBE Goal	CBE Commitment	Final CBE Attainment
5	SE 13th Avenue Over Tern Waterway Bridge Repairs	Deerfield Beach	FG Construction	35.5%	35.5%	100%
6	16th Ave to 19TH Ave University Drive Alleyway Improvements & Wiles Road Alleyway	Coral Springs	Florida Blacktop, Inc.	40%	61%	100%
7	Milling, Paving, Resurfacing, and Sidewalk Repairs in District 3 and 4 (CEI)	Hollywood	Tectonic Group International (TGI)	30%	100%	100%

Completed through September 30, 2024

MAP Broward Small Business Highlights Cont'd

Completed Contracts*: Attainment $\geq$ 105% Commitment

	Project Name	Municipality	Prime Vendor	CBE Goal	CBE Commitment	Final CBE Attainment
8	Multiple Streets BC-HLYWD-FY2020-00001	Hollywood	Weekley Asphalt Paving	30%	30%	41%
9	Roadway Drainage System Repairs (Sailboat Circle Drainage Improvements)	Weston	Sun Up Enterprises, Inc.	35%	85%	89.3%
10	Lakeview Drive Sidewalk Improvement for Safe Schools Route	Weston	Huurr Homes, LLC	35%	83%	100%

Completed through September 30, 2024

MAP Broward Small Business Highlights Cont'd

CBE Projects REVIEWED as of 9/30/2024

COUNTY Projects Reviewed*	MUNICIPAL Projects Reviewed*
103 Projects	136 Projects
\$933,000,437 Total Estimate of Projects	\$467,636,239 Total Estimate of Projects
29% Average CBE Project Goal	33% Average CBE Project Goal
\$415 M – Total CBE Projected Amount	

Summer Workshop (2025)

- Annual Event
- Slated for late summer
- Target audience: prime vendors and small businesses
- Broward County Agencies and municipalities will explore upcoming opportunities
- Highlight trailblazers
 - Invite 5 or 6 municipalities to share tips on successfully completing contracts with CBE goals
 - Invite 2 to 3 prime vendors to share their success stories on navigating the CBE Program



Thank You!



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Transportation Systems Management and Operations (TSM&O) Briefing



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TSM&O Presentations

- TSM&O*: Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.
- Florida Department of Transportation - District 4 (FDOT-D4) has an extensive TSM&O program, with Broward County as a key partner.
- Today's Presentations:
 - FDOT TSM&O Overview by Alexandra Lopez, TSM&O Manager, FDOT-D4 Traffic Operations Office
 - FDOT District 4 TSM&O Master Plan Update, Kent Walia, Planning Supervisor, FDOT-D4 Planning & Environmental Management Office

**Federal Highway Administration (FHWA)*

FDOT TSM&O OVERVIEW

**Alexandra Lopez, TSM&O Manager
Florida Department of Transportation**

May 2, 2025

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSM&O) PROGRAM OVERVIEW

Incident Management



- Road Rangers
- Severe Incident Response Vehicle (SIRV)
- Rapid Incident Scene Clearance (RISC)
- Traffic Incident Management (TIM)

Traffic Management



- Express Lanes
- Ramp Signals
- Signal Timing
- Arterial Management Program (AMP)
- Wrong Way Driving Detection

Traveler Information



- Dynamic Message Sign (DMS)
- Florida 511
- Social Media



PROGRAM OVERVIEW

TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSM&O)

REGIONAL TRANSPORTATION MANAGEMENT CENTER (RTMC): 20 YEARS OF OPERATIONS

Broward County and Palm Beach County Transportation Management Center handled a total of 98,223 events last year.



Counties

- Broward, Palm Beach, Martin, St. Lucie, and Indian River



Miles Managed

- 5,000 square miles
- Over 4M residents
- I-95, I-595, I-75, and several arterial roads



Express Lanes Facilities

- 95 Express
- 75 Express
- 595 Express



TRAFFIC INCIDENT MANAGEMENT (TIM) PROGRAM



The Traffic Incident Management (TIM) Program is a national initiative that promotes multi-disciplinary coordination to detect and safely clear roadway incidents while reducing their impact for motorists and responders.

PROGRAM HIGHLIGHTS:



Road Ranger Service Patrol provided **80,007** assists



Severe Incident Response Vehicles (SIRV) responded to **5,165** Incidents



Rapid Incident Scene Clearance (RISC) program was activated during **40** major incidents

PILOT PROGRAM: ELECTRICAL VEHICLE (EV) CHARGING SERVICE



Implement 24 portable EV chargers into the Road Ranger Program.



Assist EV drivers with enough charge to safely reach the next exit.



Perform assistance effectively in a short period of time to keep traffic flowing.

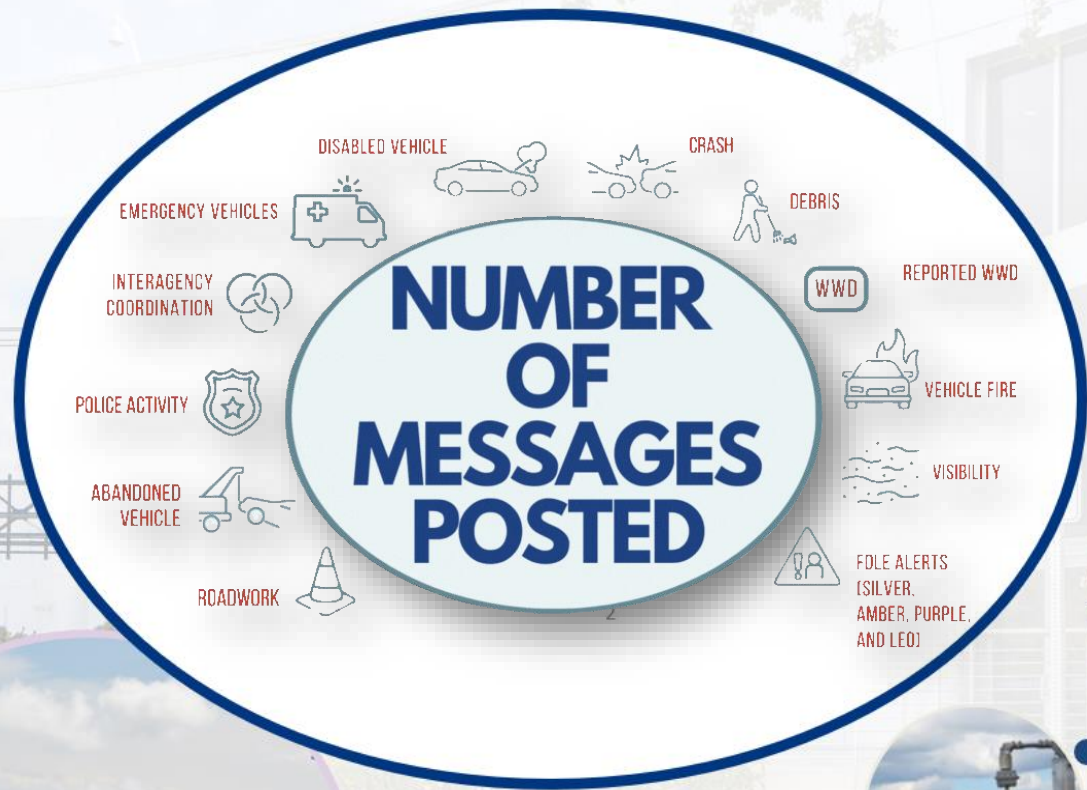
ACTIVE TRAFFIC MANAGEMENT

INTELLIGENT TRANSPORTATION SYSTEM (ITS) INFRASTRUCTURE

ARTERIAL MANAGEMENT PROGRAM (AMP)

CONTRIBUTED TO A **5% REDUCTION** IN SECONDARY CRASHES

AN ALERT DRIVER
IMPROVED TRAVEL TIME RELIABILITY BY **15%** ON KEY ARTERIAL ROUTES



1,438 SIGNAL TIMING CHANGES



843 MICROWAVE VEHICLE DETECTION SYSTEM SENSORS (MVDS)



11 WRONG WAY DRIVER DETECTION (WWD) SYSTEMS



609 CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS



11 RAMP SIGNALS ANTICIPATING 32 FOR 2024



SMART WORK ZONE (SWZ)



Smart Work Zone Program

Smart Work Zone Strategies and Benefits

Resources for Implementation

Implementation Goals

MAJOR INSTALLATIONS OF THE SMART WORK ZONE PROGRAM

COMPLETED

ON-GOING

UPCOMING

Glades Road Diverging Diamond Interchange (DDI):

- Early 2023
- First DDI in District Four
- Close Smart Work Zone support for opening day



Henry E. Kinney Tunnel Reconstruction:

- Summer 2021- Summer 2024
- Full tunnel closures
- Ongoing Smart Work Zone support



Jupiter Bridge (US 1) Replacement Project:

- October 2021-early 2026
- Planned full bridge closure early 2023
- Close Smart Work Zone support through closure



SW 10th Street:

- Late 2024-2030
- Key regional connector, "critical link" corridor
- Permanent Intelligent transportation system (ITS) devices ahead of construction



SMART WORKZONE MANAGEMENT SYSTEM AND COMPONENTS



TRAFFIC DETECTOR



PORTABLE CHANGEABLE MESSAGE SIGNS



SPEED FEEDBACK TRAILER

FUTURE INITIATIVES AND RECOMMENDATIONS



Expand Traffic Incident Management programs and Road Ranger Service Patrols.



Build disaster-resistant infrastructure.



Enhance training programs and career advancement opportunities



Foster technology collaborations and smart infrastructure.



Develop projects that meet local needs.



Strengthen supply chain networks.



FDOT

INFRASTRUCTURE

THANK YOU!





District 4 TSM&O Master Plan Update

Broward Transportation Surtax Oversight Board Update



Presenters:

Kent Walia, AICP, CFM
Lissy La Paix Puello, Ph.D., PE
Peter Haliburton, CEng.

May 2nd, 2025



Introduction

Strategic Network

Implementation Strategies

Project Priorities & Development

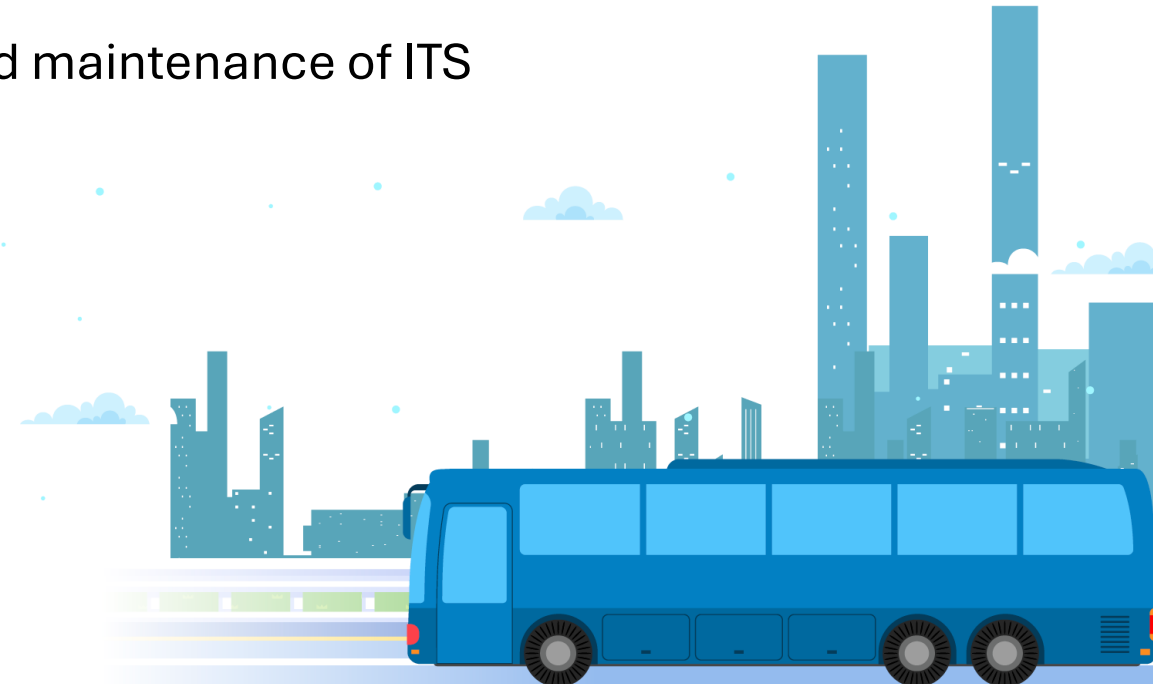
Next Steps





FDOT Plan for Transportation Systems Management & Operations (TSM&O) and Intelligent Transportation Systems (ITS) infrastructure (updated every 5-years):

- Used to identify projects and priorities based on existing and future conditions.
- Optimize the use of resources.
- Coordinate efforts for the implementation and maintenance of ITS infrastructure.



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Schedule

Phase 1
(Started on
May 2024)

- Goals and Measures
- Existing Conditions

Phase 2

- Strategic Network
- Strategies
- RITSA

Phase 3
(Ongoing)

- Projects Priorities
- Implementation
- Final Report (due Jun 2025)

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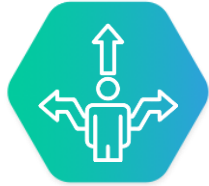
Goals & Existing Conditions



Safety

Enhance safety for all travelers

- **Indicator: Crash Ratio**



Mobility

Develop tailored mobility of people and goods

- **Indicator: Traffic Volumes & Capacity**
- **Buses per mile**



Reliability

Improve travel time reliability for motorists, transit users and freight

- **Indicator: Traffic Volumes & Capacity**
- **Indicator: Signal Density**
- **Additions: Work zone management**



Information

Boost traveler information resources

- *Fiber Networks*



Adaptation

Ensure TSM&O network readiness

- **Indicator:** *Southeast Florida Vulnerability Assessment*
- *Inclement Weather*



Technology

Prepare network and system for emerging technologies

- *Connected & Automated Vehicles*

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Methodology

Existing Demand

- 7 indicators
- Quartiles
 1. Crash Ratio
 2. Volume/Capacity
 3. Signal Density
 4. Bottlenecks
 5. Transit Routes
 6. Truck Ratio
 7. Vulnerability



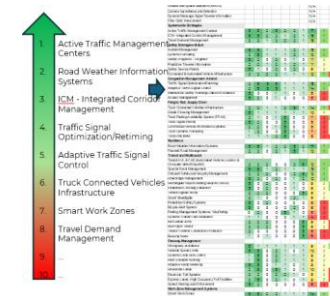
Strategic Network

- Corridors
- Segments
- Logical termini



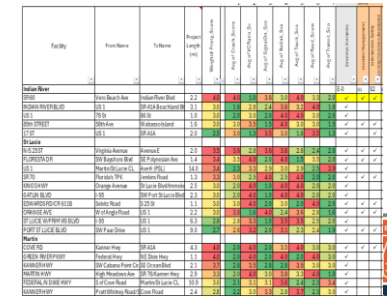
Strategies

- FL & national search
- 4 essential elements
- 6 categories
- 58 strategies
- RITSA*



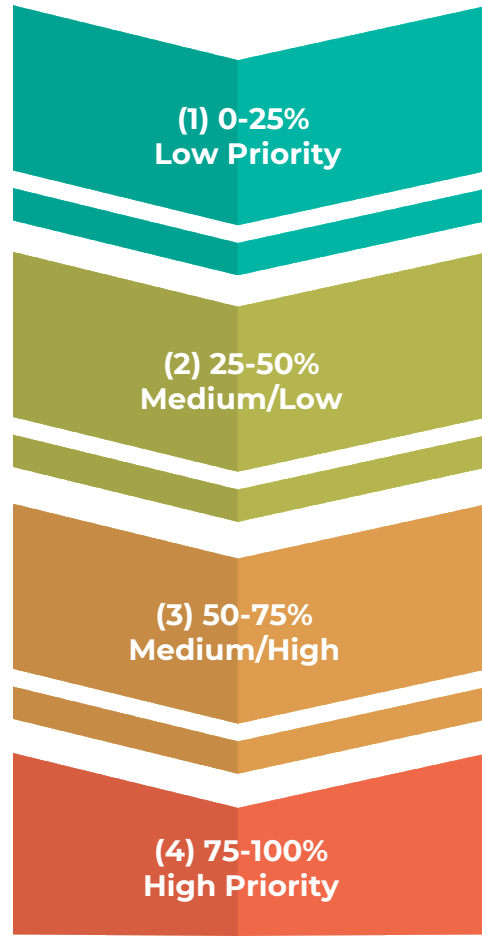
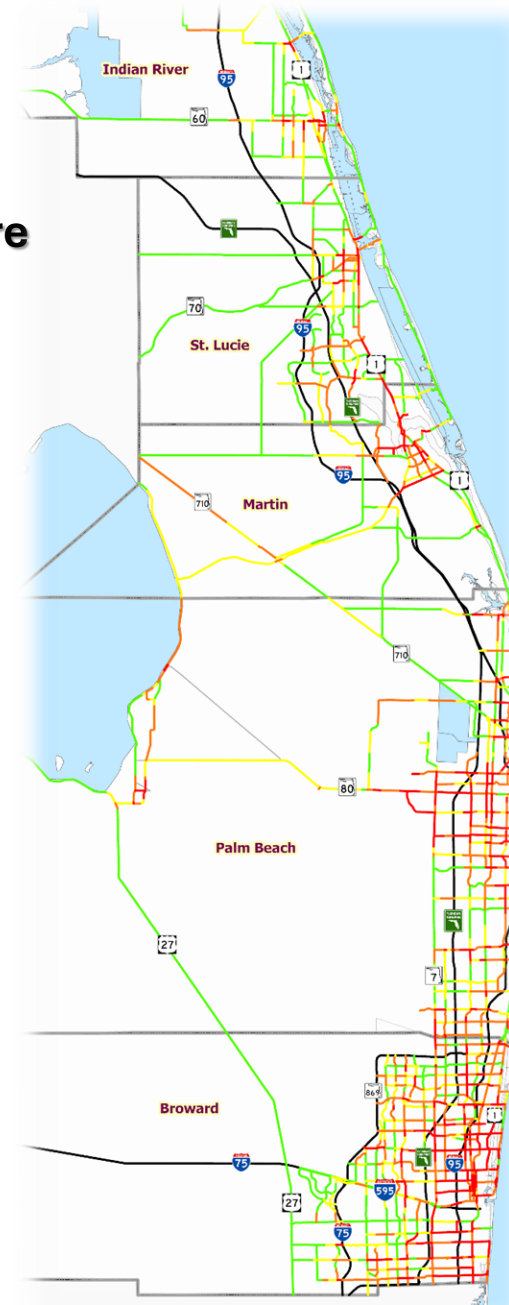
Projects

- Priority segments
- Joined Isolated
- Filled gaps
- Assigned strategies



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Project Goals & Existing Conditions

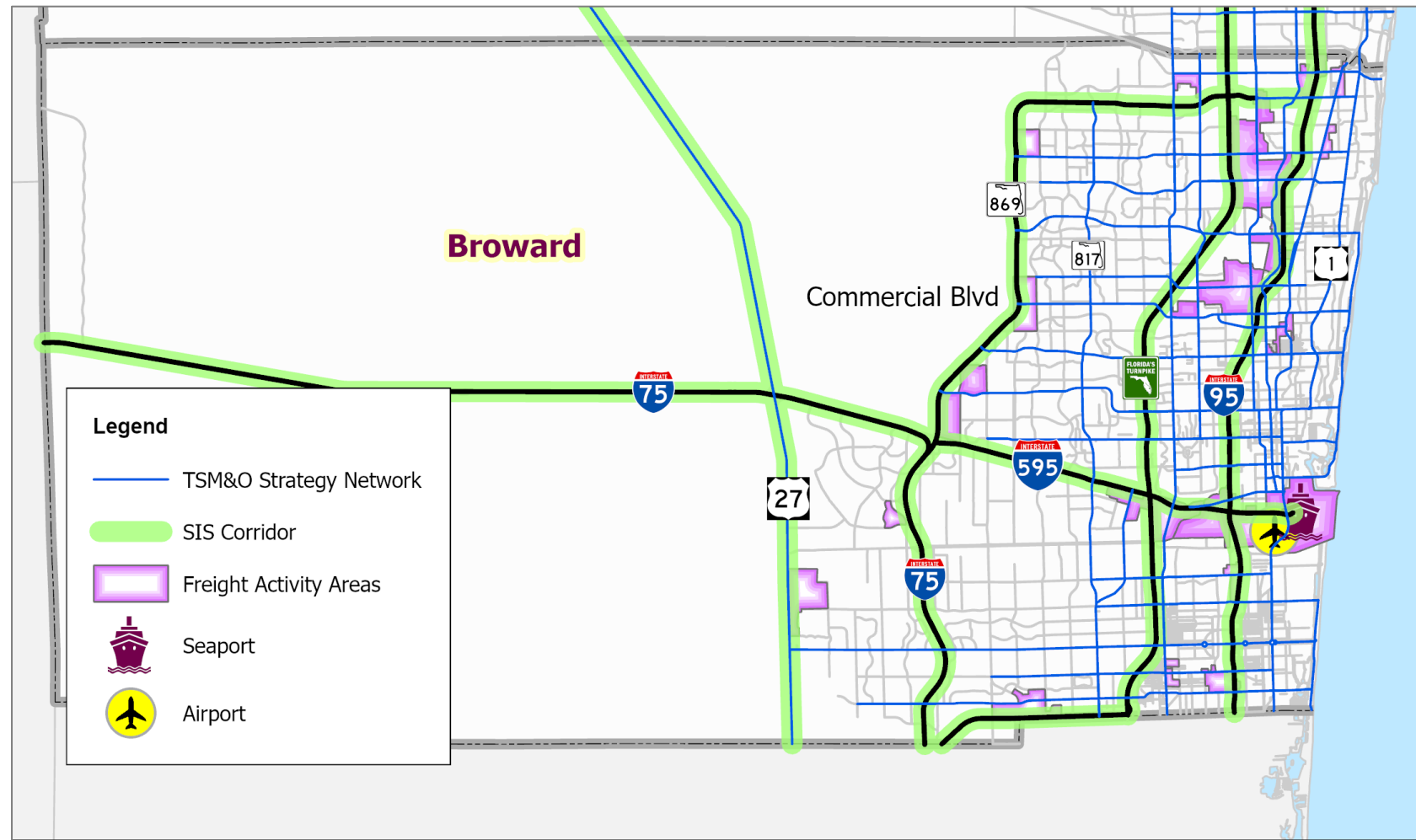
**Total Score**

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TSM&O Strategic Network

- Score each criterion in quartiles – i.e. 1-4
- Add scores for 7 criteria
- Composite score for all road segments
- Built 'corridors' from segments
- Strategic network = highest need corridors

Link to [TSM&O Network](#)



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Strategies and Applicability

Effectiveness



Cost

Implementation Score

1. Active Traffic Management Centers
2. Road Weather Information Systems
3. ICM - Integrated Corridor Management
4. Traffic Signal Optimization/Retiming
5. Adaptive Traffic Signal Control
6. Truck Connected Vehicles Infrastructure
7. Smart Work Zones
8. Travel Demand Management

Strategy	Crash Score	V/C Ratio Score	Signal Score	Bottleneck Score	Truck Score	Resilience Score	Transit Score	Effectiveness Score	Effectiveness Level	Cost Level (1-3) Low cost= 1	Combined Impl Level
Essential TSM&O Elements											
Volume and Speed Detectors (MVDS)								N/A			0
Camera Surveillance and Detection								N/A			0
Dynamic Message Signs/Traveler Information								N/A			0
Fiber Optic Interconnect								N/A			0
Systemwide Strategies											
Active Traffic Management Centers	3	3	2	3	2	2	1	17	1	2	1
ICM - Integrated Corridor Management	3	3	2	2	1	2	1	15	1	2	1
Travel Demand Management	2	2	1	2	2	2	1	13	1	2	1
Safety Strategies-Global											
Incident Management	3	3	1	1	1	2	1	13	1	2	1
Dynamic Rerouting	2	3	1	1	1	2	1	12	1	2	1
Safety Programs - Targeted	3	2	0	2	0	1	0	11	2	2	2
Predictive Traveler Information	2	2	1	2	1	2	1	11	2	2	2
Safety Service Patrols	3	1	0	2	0	2	0	9	2	2	2
Connected & Automated Vehicle Infrastructure	2	2	2	2	1	1	1	12	1	3	2
Congestion Management- Arterial											
Traffic Signal Optimization/Retiming	2	3	3	3	1	1	1	15	1	1	1
Adaptive Traffic Signal Control	2	3	3	3	1	1	1	14	1	2	1
Intersection Safety Warning/Collision Avoidance	3	0	0	1	1	0	1	8	3	2	2
Access Management	3	2	0	1	0	0	0	6	3	2	2
Freight, Rail, Supply Chain											
Truck Connected Vehicles Infrastructure	2	2	1	1	2	3	1	14	1	3	2
Grade Crossing Management	3	1	1	1	1	1	1	10	2	2	2
Truck Parking Availability System (TPAS)	2	1	0	1	3	0	0	7	3	1	2
Truck Signal Priority	3	2	0	0	3	0	0	8	3	2	2
Commercial Vehicle Information Systems	2	2	0	1	3	0	0	8	3	2	2
Truck Dynamic Rerouting	1	2	0	0	3	1	0	7	3	2	2
Truck-only lanes	1	1	1	2	3	0	0	8	3	3	3
Resilience											
Road Weather Information Systems	3	3	1	2	2	3	2	17	1	1	1
Flooded Road Management	2	2	0	2	1	3	1	12	1	2	1
Transit and Multimodal											
Transit AVL & CAD [Automated Vehicle Location & Computer aided Dispatch]	2	2	2	0	0	2	3	12	1	1	1
Special Event Management	3	3	1	2	1	1	1	13	1	2	1
Onboard Safety and Security Management	2	2	2	0	0	2	3	12	1	2	1
Drawbridge management	3	2	0	2	0	1	2	12	1	2	1
Rectangular Rapid Flashing Beacon (RRFB)	3	0	2	0	0	1	0	9	2	1	1
Pedestrian Crossing Detection	3	0	2	0	0	1	0	9	2	1	1
Transit Signal Priority	2	2	2	0	0	0	3	9	2	2	2
Smart Streetlights	2	1	0	0	0	2	1	9	2	2	2
Pedestrian Safety Systems	3	0	2	0	0	0	0	8	3	2	2
Bicycle Alert System	3	0	0	0	0	2	0	8	3	2	2
Parking Management Systems, Wayfinding	0	2	0	0	3	1	0	6	3	2	2
Dynamic Transit Fare Reduction	1	1	0	0	0	1	1	4	3	2	2
Bus Queue Jump	2	2	2	0	0	0	3	9	2	3	2
Bus Rapid Transit	2	2	2	0	0	0	3	9	2	3	2
Transit Transfer Connection Protection	2	0	0	0	0	0	3	6	3	3	3
Bus-only lanes	1	0	1	0	0	0	3	5	3	3	3
Freeway Management											
Wrong-way avoidance	3	1	1	1	1	1	1	9	2	1	1
Variable Speed Limits	3	3	0	2	1	0	1	10	2	2	2
Dynamic Lane Use Control	1	3	0	2	1	1	1	9	2	2	2
Hard Shoulder Running	1	3	0	2	1	1	1	9	2	2	2
Adaptive Ramp Metering	3	3	0	1	1	0	1	9	2	2	2
Reversible Lanes	2	3	0	3	1	0	1	10	2	3	2
Electronic Toll Systems	2	2	0	2	2	1	0	9	2	3	2
Express Lanes, High Occupancy Toll Facilities	2	3	0	2	1	0	1	9	2	3	2
Speed Warning and Enforcement	3	2	0	0	0	0	0	5	3	2	2
Work Zone Management Systems											
Smart Work Zones	3	3	2	2	1	1	1	14	1	2	1

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Assign Strategies to Roadways

FIGURE 6 FDOT Context Classifications



1

Define Context Classification

2

Prioritize Needs

3

Identify Critical Need (max.)

4

Assign Strategies

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Interagency Coordination

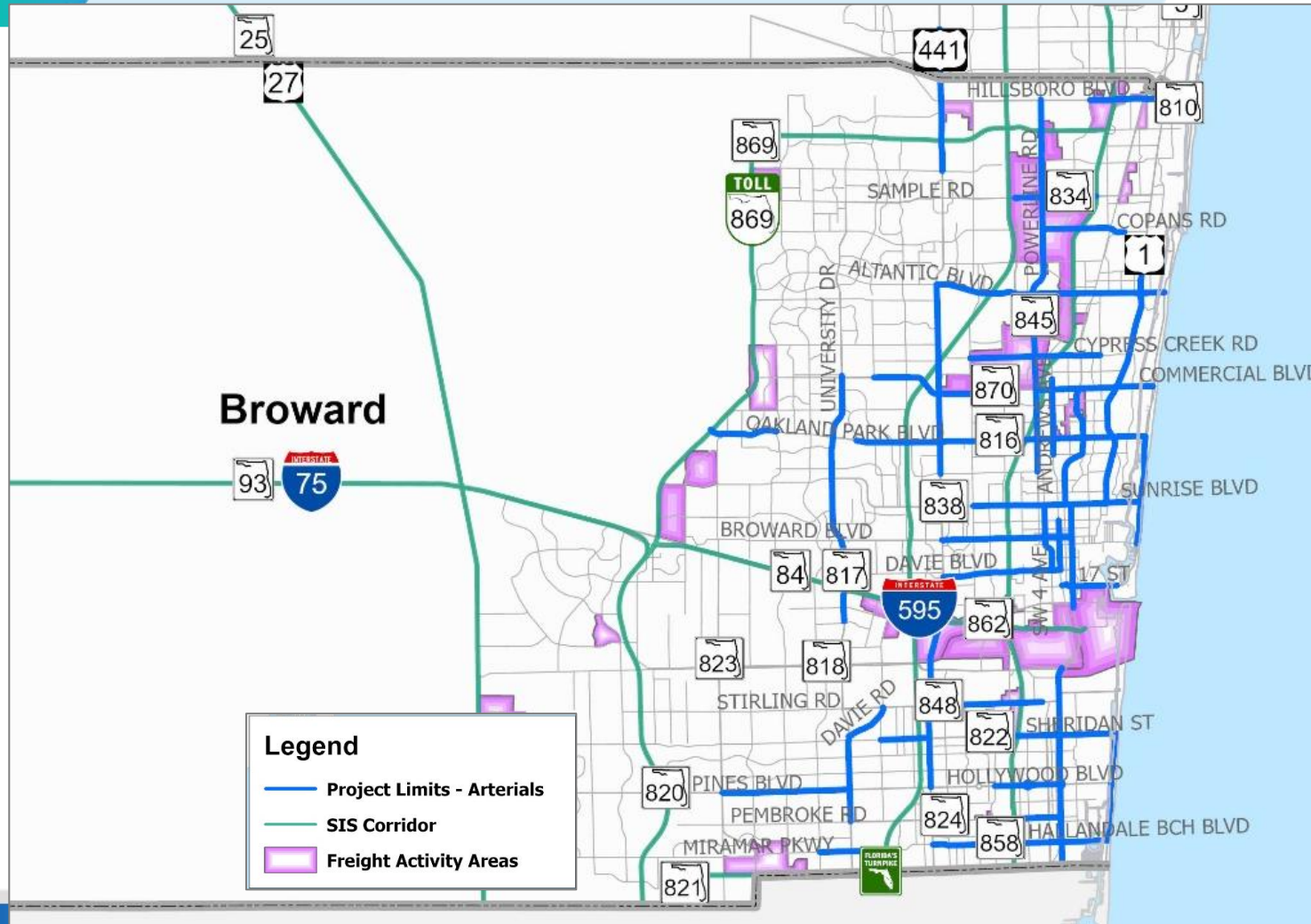


Stakeholders Involved in TSM&O Plan and Project Development

- Data and resources
- Field elements, infrastructure
- Regional ITS Architecture (RITSA)
- Strategies
- Priorities & Projects
- Deployment & Maintenance

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Projects – Arterial Streets



Essential Elements:
Traffic Detector
Camera
Message Sign
Roadside Unit



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Projects – Arterial Streets

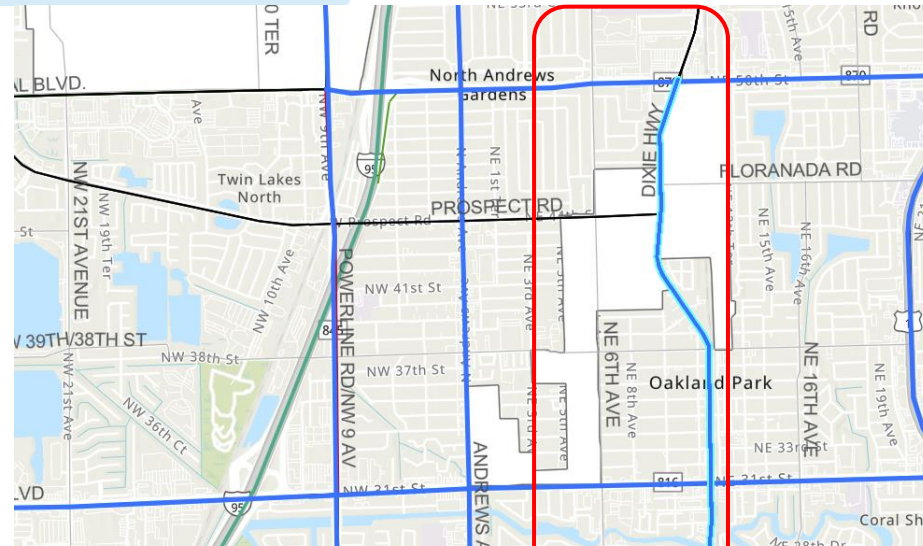
DIXIE HWY

From: Sunrise Blvd

To: Commercial Blvd

Leading Indicator: Safety

- Essential Elements
- Targeted Safety Programs
- Traffic Signal Optimization/Retiming
- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Crossing Detection



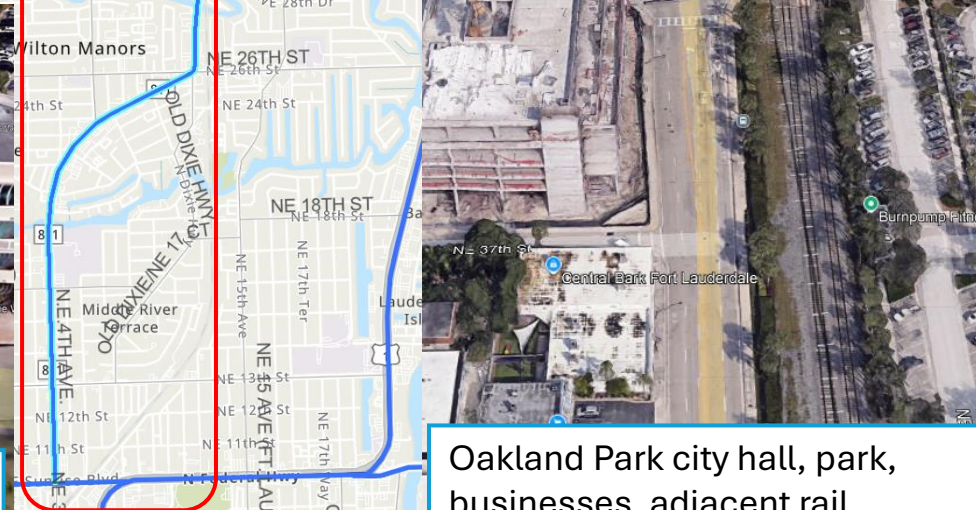
Rectangular Rapid Flashing Beacon (RRFB)



FTL High School



Wilton Manors businesses

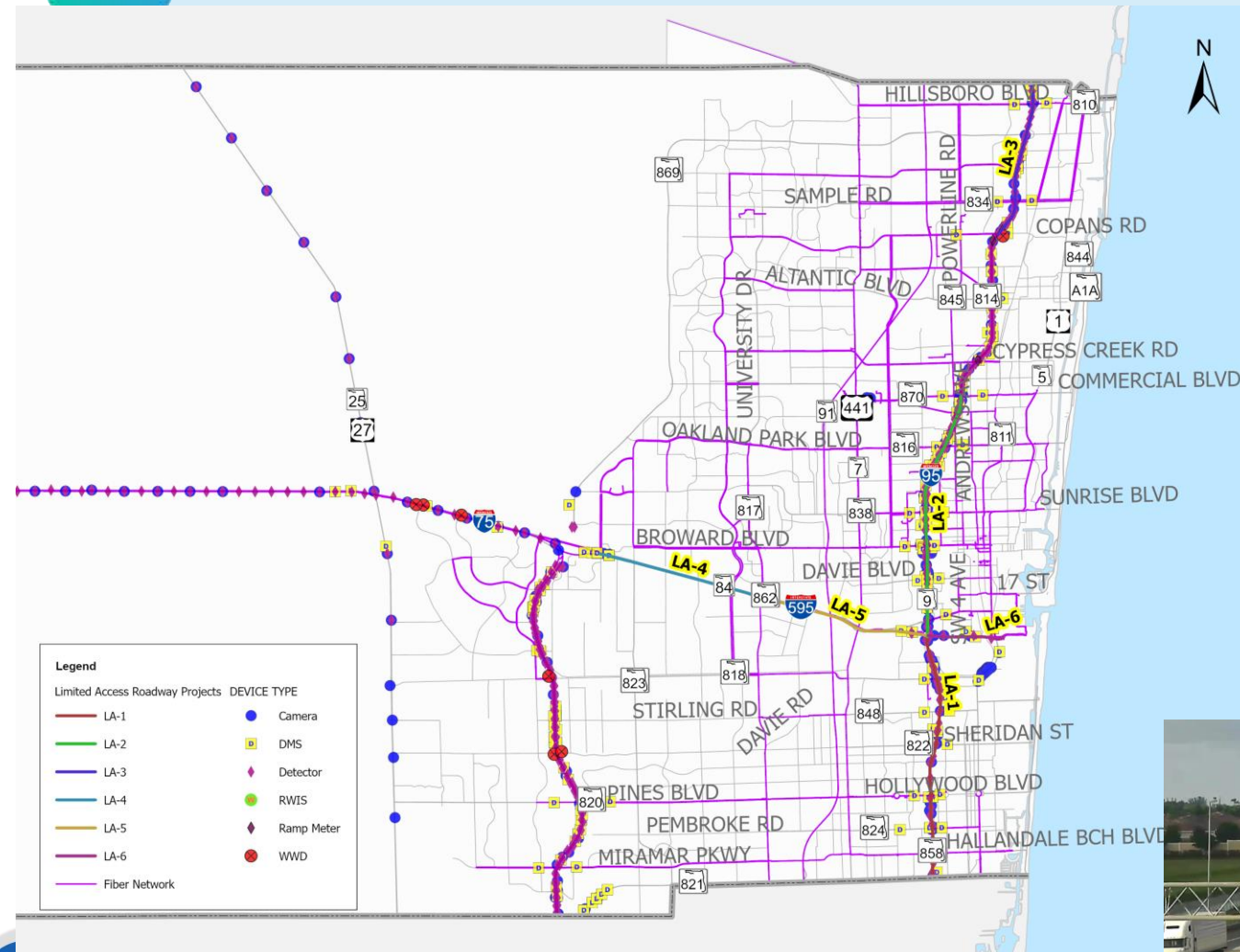


Oakland Park city hall, park, businesses, adjacent rail

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Projects - Freeways

- Wrong-way Avoidance (Wrong-Way Driving Detection System)
- Integrated Corridor Management (ICM)
- Adaptive Ramp Metering
- Queue Warning Signs
- Eliminate gaps in CCTV Coverage
- Dynamic Lane Assignment
- Dynamic Speed Limits



Queue Warning Signs



Wrong-Way Driving Detection System

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Next Steps

Task 12 – TSM&O Master Plan

Follow-up Stakeholder Meetings

Completion in June 2025

Final Presentations





Questions?

- ◆ Kent Walia kent.walia@dot.state.fl.us
- ◆ Alexandra Lopez alexandra.lopez@dot.state.fl.us
- ◆ Nicholas Slupecki nicholas.slupecki@dot.state.fl.us
- ◆ Lissy La Paix Puello llapaix@ctseinc.com
- ◆ Peter Haliburton phaliburton@ctseinc.com

LUNCH BREAK



Proposed 3rd Amendment to the Transportation System Surtax ILA

**Presentation to Independent Transportation
Surtax Oversight Board**

May 2, 2025



Overview of Objectives

Objectives:

1. Streamlining, simplifying, and broadening annual municipal access to surtax revenues
2. Creating an ***annual formula allocation to each participating municipality*** to supplement existing municipal sidewalk and road rehabilitation and maintenance funding
3. Expanding definitions of ***eligible uses of surtax funding to include micro-transit***
4. Establishing a ***Grant Match Program*** that allows municipalities to seek surtax funding as match to competitive funding programs for projects that have not received prior surtax awards
5. Allowing certain ***decorative and functional art*** elements in surtax-funded projects
6. Permitting ***revenue-generating parking structures***, provided revenues are used for surtax-eligible purposes
7. Eliminating prohibition on using surtax funds to maintain capital assets built with surtax funds (subject to ordinance change)
8. Maintaining transparency and accountability for the program

Updated Eligible Projects

- Stand-alone sidewalks, bike paths, and greenways that are used for transportation (as compared to self-contained walking/bicycle paths, etc.)
- Revenue-generating parking projects provided that parking fees over O&M costs must be used for surtax-eligible transportation improvements
- Certain decorative elements/functional public art (e.g., decorative wayfinding signage,) ***up to the amount that would have been paid for standard elements***, subject to engineering confirmation that useful life is the same as standard element and confirmation of standard element cost
- Subject to County ordinance change, R&M funds can be used for rehabilitation, maintenance, or operation of capital projects funded (in part or whole) by the surtax

Minimum Annual Guarantee Remains 10%

- The Minimum Annual Guarantee (MAG) is inclusive of Community Shuttle, Municipal Capital Projects, Municipal R&M Projects, **and Micro-transit**
- MAG will be subject to annual “true-up”

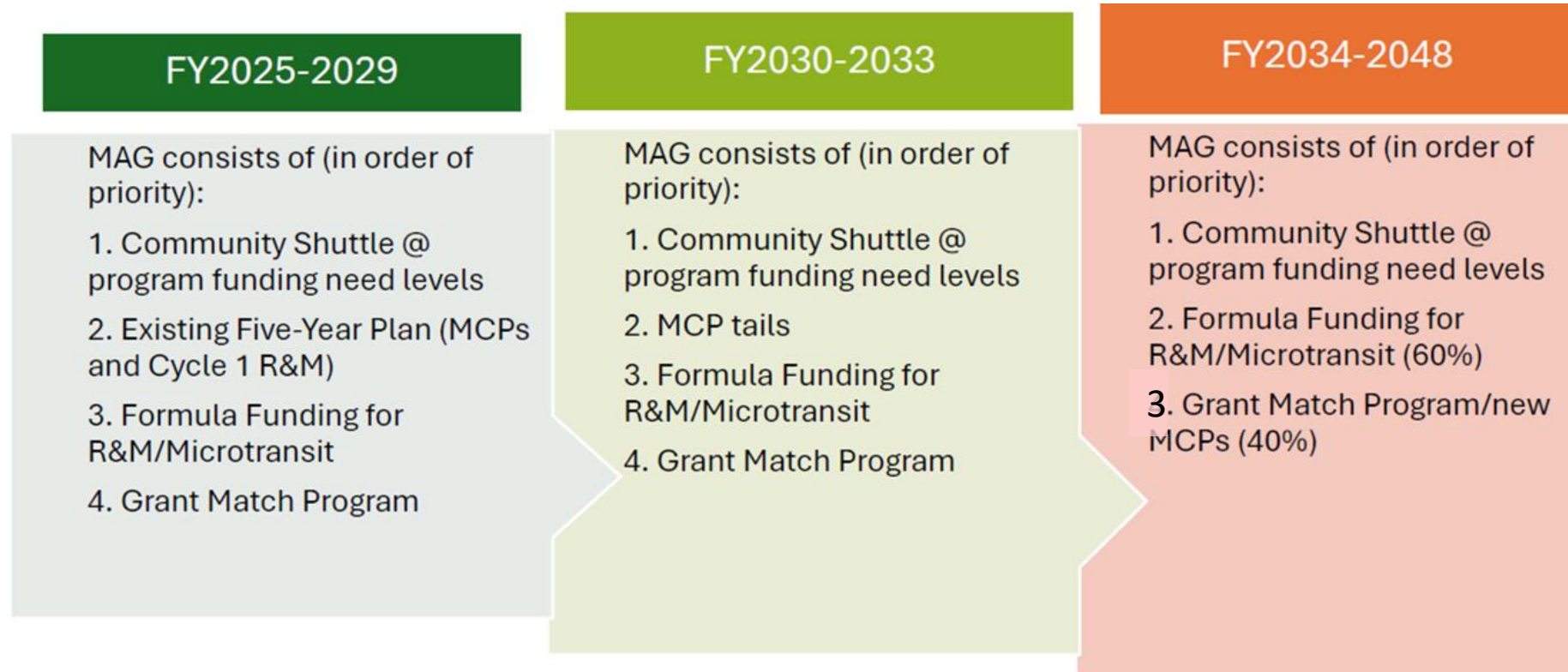
After the end of each fiscal year, if surtax revenues actually received by the County are more than projected, additional funding may be:

- (1) allocated by the County for Municipal Project Contingency on already-approved Municipal Capital Projects
- (2) rolled into the next Fiscal Year to increase formula-based or other funding to Participating Municipalities
- (3) used to increase formula-based funding in the current Fiscal Year, and/or
- (4) allocated to the Grant Match Program

If Transportation Surtax Proceeds actually received during a Fiscal Year are less than the estimate provided to the Municipalities by the County, the County Administrator may

- (1) reduce MAG/formula-based funding in the next Fiscal Year by the Differential
- (2) delay funding for Municipal Capital Projects until a future Fiscal Year, or
- (3) a combination of both

3rd Amendment Municipal Surtax Priority Timeline



Proposed Formula Distribution

- BCCMA proposed allocating a formula to each participating municipality based on centerline miles owned by the municipality (as reported annually to FDOT)
- BCCMA Surtax Subcommittee then asked County to propose a formula that took surtax funding ***already received*** by municipalities since 2020 (Cycle 1) into consideration (the “fairness” approach)
- County proposed modified centerline miles formula adjusts based on total value of surtax funds for MCPs, R&M, and Community Shuttle (FY2020-2024) (to be adjusted annually going forward) and median household income in each participating municipality
- BCCMA sent April letter maintaining its original support for a formula distribution based solely on the number of centerline miles under each participating municipality’s jurisdiction (adjusted annually)

Estimated Surtax Funding		\$30,000,000
Municipality	Distribution if based on Centerline Miles	Distribution if based on Centerline Miles + Modifiers*
Hillsboro Beach	\$3,578	\$9,302
Pembroke Park	\$70,837	\$170,008
Lauderdale-by-the-Sea	\$119,349	\$352,081
Parkland	\$208,933	\$334,293
Lighthouse Point	\$325,563	\$520,901
Southwest Ranches	\$485,841	\$777,345
Plantation	\$1,572,721	\$2,516,354
Lauderdale Lakes	\$314,830	\$503,729
Wilton Manors	\$336,296	\$386,741
Coconut Creek	\$343,451	\$394,969
Cooper City	\$536,929	\$429,543
Margate	\$723,323	\$1,157,317
Lauderhill	\$762,033	\$1,219,252
Tamarac	\$979,266	\$1,566,825
Pembroke Pines	\$3,361,888	\$3,866,172
West Park	\$368,852	\$479,508
Hallandale Beach	\$487,937	\$634,318
Dania Beach	\$667,333	\$867,533
Weston	\$720,840	\$360,420
Deerfield Beach	\$1,048,958	\$891,614
Sunrise	\$1,391,121	\$1,182,453
Coral Springs	\$1,617,799	\$808,900
North Lauderdale	\$386,383	\$444,340
Oakland Park	\$822,852	\$575,997
Davie	\$2,258,980	\$1,581,286
Hollywood	\$3,051,494	\$3,509,218
Fort Lauderdale	\$3,845,225	\$2,691,657
Miramar	\$1,189,587	\$654,273
Pompano Beach	\$1,997,800	\$1,098,790
TOTAL	\$30,000,000	\$29,985,139

Proposed Formula Distribution Options (cont.)

- Municipalities have option to use formula funding for surtax-eligible rehabilitation and maintenance projects and/or Micro-transit
- Municipalities *with no Community Shuttle and less than 1% of the total municipal centerline miles* may formally request to forego participation in all other surtax-funded programs and instead opt to receive enhanced annual R&M/Micro-transit funding
- Municipalities with existing Community Shuttle Programs may not terminate or reduce their services to add microtransit except with the prior written consent of the BCT Department Director and County Administrator, and such termination or reduction shall not be effective until any vehicles purchased by County or reimbursed to the Municipality have exceeded the minimum useful life expectancy under FTA regulations and guidelines
- Municipalities electing to use funds for Micro-transit understand their program is **not** part of the County's transit/transportation system and is an independent operation overseen by the Municipality

Micro-transit and R&M Projects

Using Transportation Surtax funding for **Micro-transit** will require a participating municipality to:

- annually provide County with contract with each micro-transit operator and a copy of their insurance certificate to represent and warrant that their micro-transit provider vehicles and drivers fully comply with all applicable law regarding transit services (e.g., ADA, FTA-required drug and alcohol testing, Florida laws, etc.)
- ensure Micro-transit operators maintain automobile business liability insurance (owned, hired, non-owned, scheduled) for at least \$1 million per occurrence for bodily injury and property damage

Municipal **Rehabilitation & Maintenance** projects:

- Intent is that annual R&M funding be used to supplement, not supplant, municipality's existing CIP budget for roadwork
- Municipality notifies MAP Administration of each proposed R&M project, anticipated start and completion dates, and other to track and report on project; scope must be detailed to perform eligibility and CBE goal review
- County reviews each proposed project and gives options (e.g., replacement project or delayed start date, etc.) if conflicts with another project (County/Municipal/FDOT) or other issues are identified
- Municipality may defer all/some of annual formula funding for up to 3 years with notice to MAP Administration. Longer deferrals up to 5 years are subject to County Administrator approval (for larger long-term R&M Projects)

MCP “tails”

- The Broward MPO Surtax Services Team reviews, ranks, and recommends MCPs every year (a “Cycle”); each Cycle builds a new year of a rolling municipal Five-Year Plan
- Three Cycle 3 projects recommended in a design phase, were not subsequently recommended for construction funding in Cycles 4 or 5 (FYs 2028 or 2029)
- Five Cycle 4 projects recommended in planning or design phases were not subsequently recommended for their next phase of funding in Cycles 4 or 5 (FYs 2028 or 2029)
- The eight MCPs that had not been recommended for construction funding by 2029 will be prioritized for funding in Cycles 6 through 10 (FYs 2030-2033); leaving what is expected to be adequate funding to accommodate formula-based R&M/M-T allocations each year
- Cycle 6 recommendations from the MPO were received April 15, 2025; five (5) projects were recommended for construction in the new fifth year (FY 2030) for a total value of \$33.3M

Grant Match Program

- County advises annually of available total GMP funding and per project maximum amount
- Municipality may submit an application providing details of the proposed project, including the federal/state appropriation or competitive grant program, budget details, etc.
- Every effort will be made to avoid competition (e.g., other municipal, County, State, or MPO applications) that could negatively impact the application
- Funding generally available on a first-come/first-served basis, subject to review and consideration given for those projects that are likely to result in a maximum leveraging of GMP funds towards state and/or federal funding as well as alignment of the project with the goals of the surtax program and the County Commission's strategic plan, as well as the amount of Transportation Surtax GMP funding previously received by the requesting Municipality
- Each Municipality only eligible to receive GMP funding for one project each Fiscal Year

Grant Match Program (FY 2025-2033)

- Municipality receiving funding through the program must contribute at least 25% of the local match from non-Transportation Surtax funding (e.g., municipal general fund, etc.)
- Joint municipal applications must identify a single Municipality as the lead fiscal agent for the grant initiative (all Municipalities jointly submitting for GMP funding must be parties to the ILA and collectively contribute at least the same amount as the surtax funding requested)
- Municipal contributions towards a GMP funding request may be waived or reduced upon written request to and approval by the County Administrator, based on factors including:
 - (i) the grant program requirements,
 - (ii) the municipality's proportion of total County population,
 - (iii) property tax revenues generated,
 - (iv) sales tax revenues generated,
 - (v) median household income in the last year in which validated demographic data is available, and
 - (vi) most recent independent comprehensive financial audit available for the requesting municipality
- GMP funds encumbered upon approval of GMP application and grant application submission

Grant Match Program (FY 2034-2048)

- Grant Match Program operates in similar fashion as it did for FY 2025-2033
- Starting in March of each year, County will review award statuses for all previously approved GMP requests and cancel ones when grant/appropriation was awarded to another applicant, the Municipality's project was selected but the award level is insufficient to allow it to move forward without additional (and unavailable) local funds from the Municipality, or the state/federal program ends without providing award
- Any funds that become unencumbered from cancellations will be made available to Municipalities for new Municipal Capital Projects or put back into GMP.
- Municipalities will have 45 days to submit applications for funding for their new Municipal Capital Projects. After review by MAP Administration, Eligible Municipal Projects will be submitted to the BCCMA for evaluation, ranking, and recommendation
- Recommended projects will then be brought to the Oversight Board for review and then placed under Surtax Funding Agreement (similar to current process for MCPs) using a new Surtax Funding Agreement

Treatment of Cycle 1 Projects under Restated ILA

- Remaining Cycle 1 Projects not under Surtax Funding Agreements may be terminated by MAP Administration 90 days after the 3rd Amendment's Effective Date
- Subject to ordinance change, Municipality may seek review of termination by the Oversight Board (whose decision is final) for a one-time additional 90-day extension
- Cycle 1 Projects that a Municipality has already completed with non-Transportation Surtax funds are subject to immediate termination after Effective Date
- Funding encumbered/allocated for Cycle 1 Projects that are terminated will be reallocated by the County Administrator to other other municipal projects by:
 1. An increase in annual formula-based funding in the current fiscal year,
 2. Rolling forward the funds for Eligible Municipal Projects in the next fiscal year, and/or
 3. Allocation to the Grant Match Program

Miscellaneous 3rd Amendment Elements of Note

- Formula-based funding in each Fiscal Year may be fully advanced upon request to a Municipality after their R&M project(s) are approved
- Budgeted/appropriated funds for a MCP may be reallocated to another phase of the project (e.g., design to construction, etc.), provided the overall surtax project funding will not change and subject to approval after review and evaluation of the request
- MCP funding under a Surtax Funding Agreement less than \$500,000 can either be advanced or paid per a funding schedule to Municipality after the project has been approved by County (higher MCP funding paid per funding schedule)
- Advanced funding is subject to repayment/set off from future funding allocations if funds are not utilized in accordance with the Surtax Funding Agreement
- Only design and construction phases are eligible for MCP funding
- County continues to have the right to: cancel MCPs under a Surtax Funding Agreement, deviate from project rankings, or accelerate or subordinate projects
- County may cancel MCPs if not construction-ready for planned Fiscal Year or the Municipality has not entered into a Surtax Funding Agreement for the project within 180 days after funding is appropriated by the County Commission and all prior phases and County reviews/approvals are completed and communicated to the Municipality
- County termination of MCPs subject to 90-day extension by Oversight Board (similar process to extension for cancellation of Cycle 1 Projects)

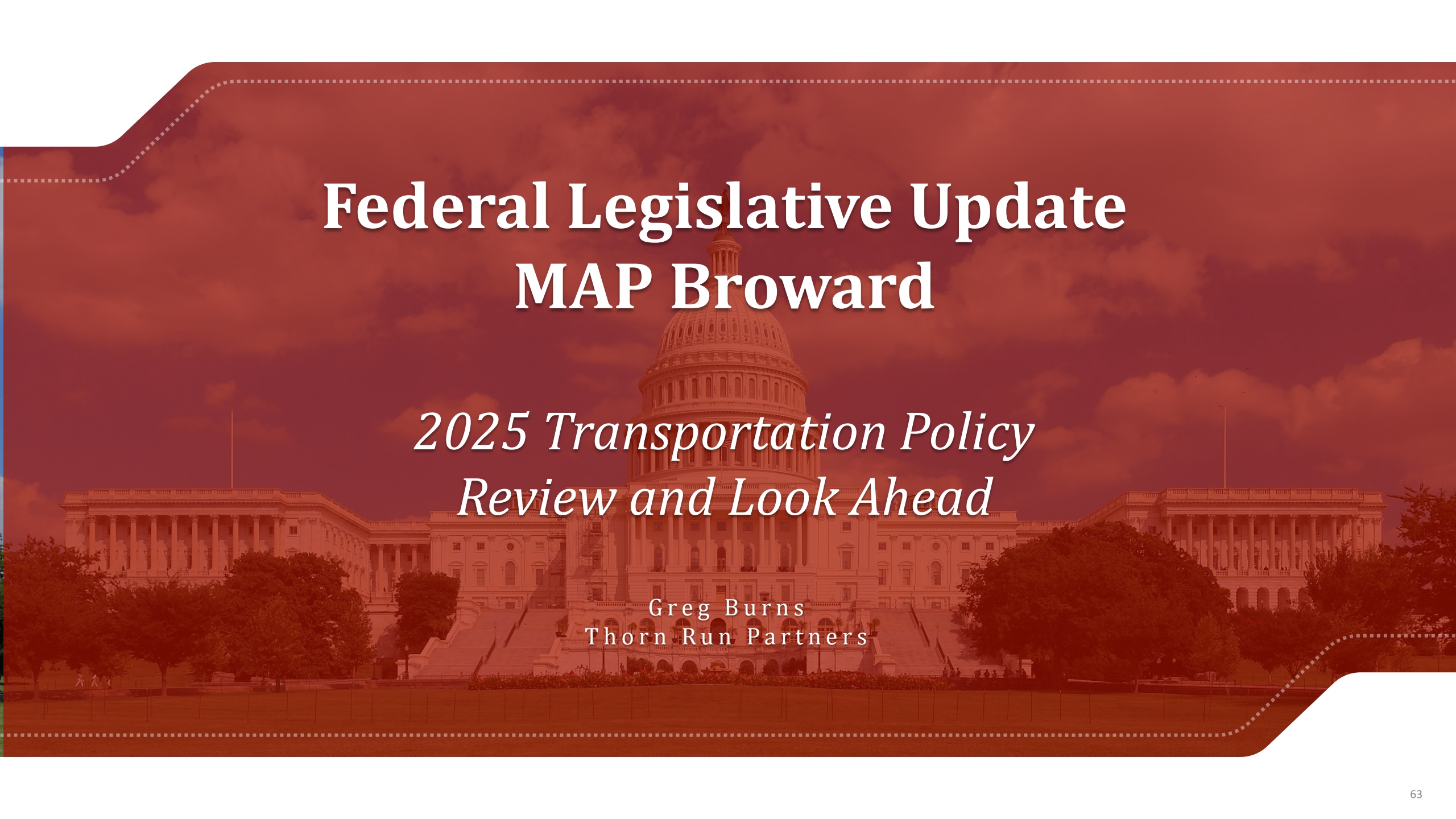
In Summary-3rd Amendment

Intended to:

- Increase simplicity and fairness to access surtax funds
- Retain transparency & accountability for overall surtax program
- Use a formula distribution for certain aspects of municipal surtax program
- Offer avenue for municipalities to use surtax funds for Micro-transit
- Increase opportunities to leverage surtax funds via the Grant Match Program
- Improve efficiencies of existing program
- Establish greater municipal control and flexibility in their use of surtax funds
- Assure every participating municipality receives surtax funding every fiscal year
- Revise Oversight Board role to focus on program oversight activities (requires ordinance amendment)

Q&A





Federal Legislative Update MAP Broward

2025 Transportation Policy Review and Look Ahead

Greg Burns
Thorn Run Partners

TRUMP 2.0 – FIRST 100+ DAYS



President Trump's Administration

- 130 Executive Orders signed (as of April 17)
 - At least 90 legal rulings have temporarily paused some of the President's initiatives
- Impacts of DOGE, restructuring of federal government

119th Congress

- Focus on “reconciliation bill” to extend and expand on Trump 1.0 era tax cuts from 2017 and spend more on immigration enforcement and defense
 - Significant hurdles remain – cuts to Medicaid, other programs supported by Republicans, increases in the debt, etc.
 - Potential transportation impacts to raise revenue:
 - Potential loss of tax exemption for municipal bonds
 - Annual fee for EV car owners

CURRENT TRANSPORTATION ISSUES



Ongoing Implementation of the Bi-partisan Infrastructure Law (BIL)

- President has changed grant programs and award criteria, etc.
- Likely to continue to spend most of the money that's available.
- Recent judicial rulings aim to enforce expenditure of funds provided by Congress for things like EV charging, etc.
- Slower roll out of many grant programs.

Release of FY 2026 Budget

- Will be first complete indication of how Trump aims to curtail spending/programs/reorganize the federal government.
- Budgets are typically “Dead on Arrival.”
- Congress must pass funding bills in a bi-partisan manner.
- Could portend challenges for a variety of programs, like transit.



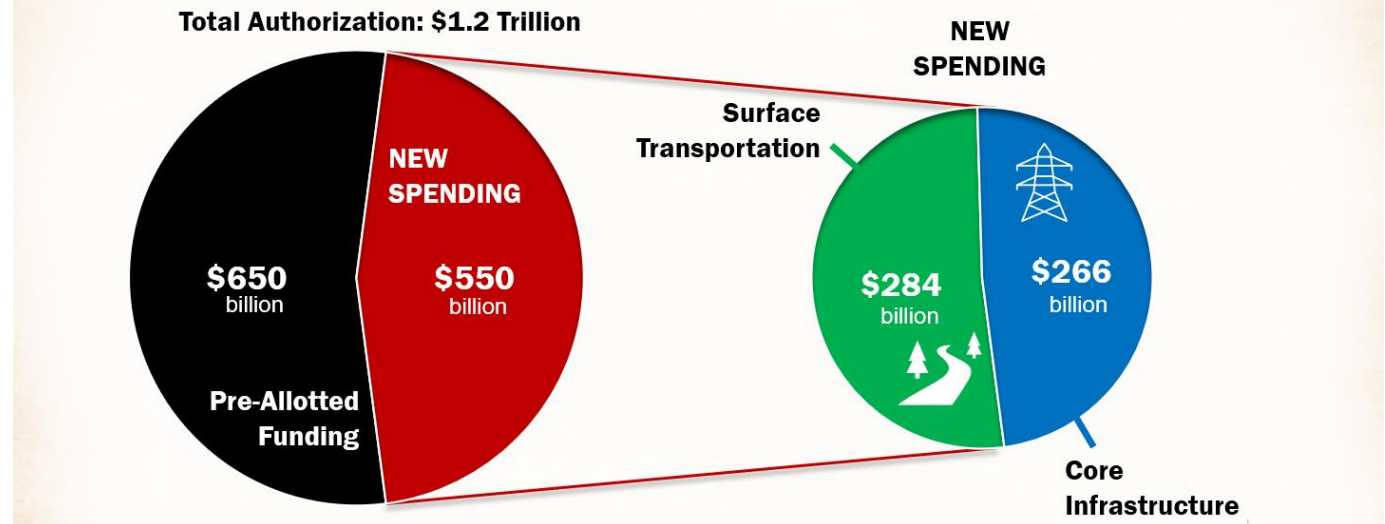
CURRENT TRANSPORTATION ISSUES

Expiration of the BIL

- Surface transportation programs expire September 30, 2026
- BIL was a roughly \$1.2 trillion, 5- year law passed in November 2021
 - ~\$650 billion was for surface transportation authorization
 - ~\$550 billion was spending for transportation and other programs

FIGURE 1: INFRASTRUCTURE INVESTMENT AND JOBS ACT ALLOCATIONS

Allocates an Estimated \$1.2 Trillion in Total Funding Over 10 Years



Reauthorization of the surface transportation law

- Congress is NOT likely to spend much for additional programs above baseline in transportation.
- House and Senate have begun work on a new authorization – likely very difficult due to efforts to restrain spending.
- House taking feedback now on policy proposals for the next bill.
- FL Reps Webster, Mast, and Wilson on House T&I, but none on the subcommittee of jurisdiction and Senators not on committees of jurisdiction.

NEXT SURFACE TRANSPORTATION LAW



Predictions

- Level funding -- maybe \$650B over 5 years.
 - Even this level of funding can't be supported by the gas tax or additional EV fees.
 - Funding will feel like it's being "cut."
- "Consolidation" of programs – many fewer discretionary opportunities.
- Focus on "traditional" infrastructure.
- Direct most surface funding to the state DOTs.
- Potential emphasis on privatization.
- Could be difficult to pass when not many will be pleased with the details.



U.S. SENATE COMMITTEE on
ENVIRONMENT & PUBLIC WORKS
CHAIRMAN SHELLEY MOORE CAPITO

HEARINGS

Constructing the Surface Transportation Reauthorization Bill: United States Secretary of Transportation's Perspective.

April 2, 2025 10:00 AM

Panel 1

The Honorable Sean Duffy
United States Secretary of Transportation

FUTURE TRANSIT FUNDING

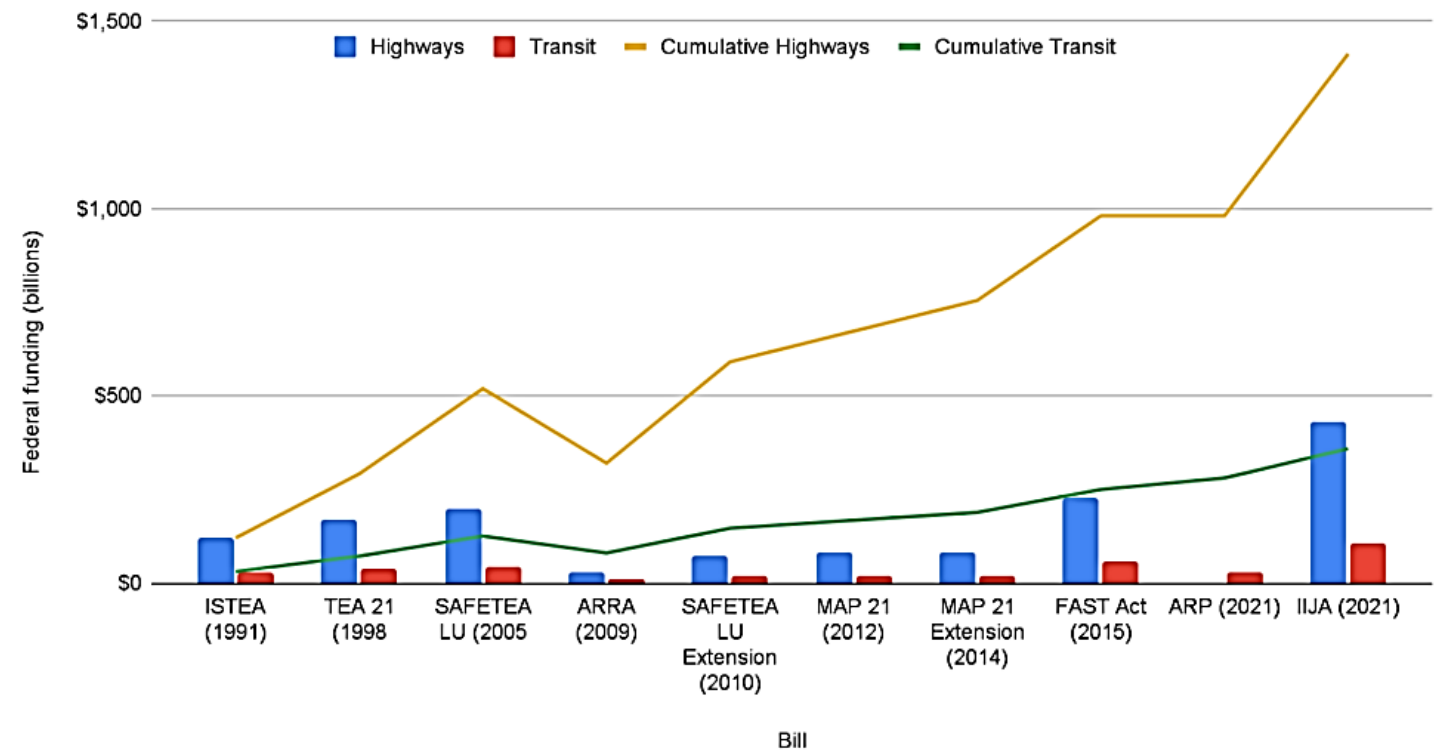


Predictions

- Transit in general could face significant federal funding challenges.
 - Narrative is that transit got \$\$\$ during COVID for operations and shouldn't get more because it's "poorly run" and "crime ridden."
- Little to no additional funding above annual discretionary spending for Capital Investment Grants (CIG) program – very important for the future of the Broward Commuter Rail - South and other future major projects.
 - CIG funding could go from ~\$4B per year to maybe less than \$1.5B.
- Trump Admin likely to demand overmatch and delay FFGA's for CIG program.

Annual and Cumulative Federal Spending on Highways and Transit Across Major Recent Surface Transportation Bills

Cumulative federal funding (in billions) for highways has vastly exceeded funds for transit.



Questions?

Thank you!

State Legislative Update

*C. Marty Cassini, Broward County Office of
Intergovernmental Affairs*



MAP Broward
Mobility Advancement Program
Brought to you by the
Penny For Transportation

Discussion & Q&A

Non-Agenda

Reports

- Chair
- Oversight Board Members
- Surtax General Counsel
- Oversight Board Coordinator

Adjourn May 2, 2025

Oversight Board Regular Meeting

*Oversight Board Ethics Training will occur upon
conclusion of Regular Meeting*