

TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT

This Transportation System Surtax Interlocal Agreement (the "Agreement") is entered into by and between Broward County, a political subdivision of the State of Florida (the "County"), the municipalities that formally approve this Agreement and execute and return to the County a signature page bearing the above legend, each of which is a municipal corporation within Broward County existing under the laws of the State of Florida (collectively, the "Municipalities"), and the Broward County Metropolitan Planning Organization, duly organized and existing under Section 339.175, Florida Statutes (the "MPO").

Recitals

A. Because of the urgent need for transportation system improvements, the County Commission voted on June 5, 2018, to place on the November 6, 2018, ballot, for consideration by the countywide electorate, a proposed transportation surtax levy of one percent (1%) (the "Ballot Proposal"). On June 5, 2018, the County Commission also enacted Ordinance No. 2018-29, the Broward County Transportation Surtax Ordinance, which is codified in Section 31½-71, et seq., Broward County Code of Ordinances, and which, among other things:

1. Levied the surtax subject to subsequent voter approval;
2. Established a transportation surtax trust fund into which all surtax proceeds will be deposited;
3. Established an independent oversight board (the "Oversight Board") to ensure transparency and objectivity in the review of applications for funding from surtax proceeds;
4. Established a seven (7) member entity (the "Appointing Authority") to appoint the members of the Oversight Board. One of the members is a designee of the Broward League of Cities; and
5. Provided a process by which any municipality within Broward County may apply for project funding from surtax proceeds, which process includes a request that the MPO review and rank all municipal projects based on each project's ability to alleviate traffic congestion and enhance connectivity.

B. The County and the Municipalities enter into this Agreement to demonstrate their commitment to work together to protect the health, safety, and welfare of their mutual residents and visitors, including by educating the electorate, consistent with state law requirements, on the critical importance of the Ballot Proposal.

C. The County Commission, the governing body of each of the Municipalities, and the MPO enter into this Agreement on behalf of their respective entities after having made the following findings:

1. Without a dedication of substantial new revenues, the existing transit system within Broward County will not be sustainable, alternative modes of transportation will not be realized, and traffic congestion will continue to worsen;
2. The ten-year Transportation Development Plan approved by the County Commission on January 9, 2018, identifies that the County's transit system will be substantially underfunded by 2025, despite the current dedication of substantial *ad valorem* tax revenues to subsidize transit operations;
3. The proposed transportation surtax would enable the advancement of transportation and premium transit projects presently identified in the MPO's Commitment 2045 Metropolitan Transportation Plan and the current five-year Transportation Improvement Program, and would provide funding for roadway capital investment projects that would improve safety, reduce congestion, and advance multimodal mobility options for residents and visitors, which projects are currently infeasible for reasons including a lack of dedicated revenue for operations and maintenance; and
4. Critically, the proposed transportation surtax would provide a dedicated funding source that would enable the County to leverage revenues contributed by residents and visitors to obtain federal transportation grants available only to grant applicants that can demonstrate the financial resources to build, operate, and maintain, through their useful lives, major transportation projects, thereby bringing back to Broward County more of the tax dollars paid by local residents and businesses that would otherwise be allocated to other counties and states. The proposed surtax would enable the County to compete directly for, and work collaboratively with other governmental and private partners to acquire, certain discretionary state and federal funding to advance the mobility goals of the region.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

Agreement

I. **Recitals**. The above-stated Recitals are true and correct and are incorporated herein by this reference.

II. **Applications for Funding**. All municipal projects included within the Regional Mobility & Transportation Enhancements Surtax Initiative, which will be considered by the County Commission on September 13, 2018 (the "Current Municipal Projects"), shall be deemed to have been properly submitted by the Municipalities to the County consistent

with Section 31½-75(h), Broward County Code of Ordinances, and are not required to be resubmitted. There are seven hundred nine (709) Current Municipal Projects, with an estimated total cost of \$2.8 billion (including the City Project Contingency). All of these projects have been submitted to the MPO for review, ranking, and prioritization, consistent with Section IV below.

III. Eligibility. While the Transportation Surtax Ordinance prioritizes funding for municipal projects that will relieve traffic congestion and increase connectivity, the following municipal projects may be considered for funding:

A. Street lighting - Improvements to lighting systems along a public road that illuminate the right-of-way for vehicles, pedestrians, and bicyclists. A lighting justification report consistent with Broward County and FDOT policies is required for these improvements to be considered;

B. Drainage - Improvements to a public road storm water system that address drainage deficiencies, provided the drainage improvements only address storm water runoff from a public roadway. Improvements to address runoff from private roads and developments are not eligible;

C. Buffer/Sound Walls - Improvements that are consistent with the Florida Department of Transportation's noise decibel level criteria;

D. Fiber-optic - Improvements supporting only communications for the public transportation system, provided that the proposed improvements have received approval from the maintaining and operating agency(ies). Shared conduit may not be considered for surtax funding;

E. Landscaping - Only improvements within the public road right-of-way that meet the applicable design criteria may be considered for funding;

F. Parking - Improvements used for park-and-ride or other transit-oriented development parking that serves the public. Garages directly related to a transportation project that serves the public will be considered, provided the parking fees do not exceed costs associated with securing, operating, and maintaining the facility; and

G. Road Improvements - Resurfacing and road repairs, pavement markings, signage, guardrails, ADA accommodations, and traffic calming projects are eligible. High-end decorative lighting, decorative road signage, brick pavers, and similar items are not eligible.

IV. MPO Review and Ranking. For all Current Municipal Projects and all future municipal projects submitted to the MPO (collectively, "Submitted Municipal Projects"), the MPO agrees to review, rank, and prioritize the projects based upon each project's ability to alleviate traffic congestion and enhance connectivity. The parties hereto acknowledge that the MPO might lack adequate resources to review, rank, and prioritize

the Submitted Municipal Projects prior to calendar year 2020. The impact of this is addressed in Section V below. The MPO's obligation under this paragraph shall be subject to: (a) the County and MPO entering into an agreement for the County to fund, from Transportation Surtax Proceeds (as defined below), the MPO's actual, reasonable costs of meeting this obligation; and (b) the County, MPO, and Municipalities representing a majority of the population of Broward County entering into a separate agreement to establish the methodologies and criteria pursuant to which the MPO will review, rank, and prioritize the applicable projects.

V. Surtax Proceeds for Submitted Municipal Projects.

A. If the proposed surtax levy is approved by the voters in the November 6, 2018, election, the net amount of transportation surtax proceeds the County receives from the Florida Department of Revenue ("FDOR") shall be defined as the "Transportation Surtax Proceeds." The amount of Transportation Surtax Proceeds currently estimated to be received during the thirty-year levy is approximately \$15.6 billion.

B. Section 212.055, Florida Statutes, which authorizes the levy of the proposed surtax, was recently amended to require, prior to the conducting of the referendum, completion of an independent "performance audit of the program associated with the surtax adoption proposed by the county." In connection with that audit, the County submitted to the state's Office of Program Policy Analysis and Government Accountability a table attached hereto as Exhibit A (the "Table"). The Table shows the amount of Transportation Surtax Proceeds currently projected to be received by the County and the current intended use of such proceeds.

C. The row of the Table titled "City Projects" represents the County's current estimate of the amount of money available and intended in good faith to be utilized during the thirty-year tax levy to fund Submitted Municipal Projects approved by the Oversight Board (a separate row of the Table addresses Community Bus Service).

D. Consistent with Section 212.055(1)(d), Florida Statutes, the County Commission hereby determines it appropriate and the County hereby commits that, for each applicable year during which Transportation Surtax Proceeds are received by the County, an amount equal to a minimum of ten percent (10%) of the Transportation Surtax Proceeds received by the County that year, less the amount directly paid from Transportation Surtax Proceeds for Community Bus Service as outlined below, shall be used to fund Submitted Municipal Projects in the order of ranking by the MPO (with the highest-ranked project receiving the first funding). The timing and process of providing such funding shall be consistent with applicable law including Section 129.01, Florida Statutes. If there is insufficient funding remaining within such ten percent (10%) commitment (less Community Bus Service funding) to fund the highest-ranked Submitted Municipal Project that remains unfunded (i.e., the next project that would receive funding), the County Commission may, at its option, either (i) exceed the ten percent (10%) commitment (less Community Bus Service funding) by funding the highest-ranked unfunded project or (ii) not fund that project and add the difference between the amount

of funding provided and the ten percent (10%) commitment (less Community Bus Service funding) to the amount to be funded the following year. Notwithstanding anything in this Agreement to the contrary, no Transportation Surtax Proceeds may be used to fund any Submitted Municipal Project: (i) submitted by a municipality that is not a party to this Agreement; (ii) that has not been approved by the Oversight Board; or (iii) to the extent utilization of Transportation Surtax Proceeds on such project would be impermissible under applicable law. Additionally, this ten percent (10%) commitment shall be reduced in any year to the extent requested expenditures for Submitted Municipal Projects prioritized by the MPO are below ten percent (10%) of Transportation Surtax Proceeds received during such year less Community Bus Service funding for such year. Funding of Submitted Municipal Projects and Community Bus Service shall be accomplished through interlocal agreements between the County and the applicable Municipalities. The unincorporated area of the County shall be considered a municipality eligible to receive funding committed under this section, and projects proposed on behalf of the unincorporated area of the County shall constitute Submitted Municipal Projects. Each Municipality agrees to keep any and all Transportation Surtax Proceeds it receives in a segregated financial account, and agrees not to comingle such proceeds with any other funds.

E. **Community Bus Service.** Transportation Surtax Proceeds will be used to directly fund all reasonable and necessary operating, maintenance, and capital costs of existing Community Bus Service and improved or new Community Bus Service, subject to the following conditions and subject to such expenditures being approved by the Oversight Board. Funding of Community Bus Service is not subject to any review or ranking by the MPO. To receive surtax funding, the Community Bus Service must meet or exceed the standard of 7.1 passengers per revenue service hour per route (the County has the discretion to increase this standard based on future population and ridership growth, in which event the increased standard must be met to be eligible for surtax funding). Notwithstanding anything to the contrary stated in this Agreement, the County shall not be obligated to fund in any year Community Bus Service in an amount exceeding ten percent (10%) of the Transportation Surtax Proceeds received by the County during that year.

F. **Potential Limitation for Calendar Year 2019.** Notwithstanding anything in this Agreement to the contrary, if the MPO is unable to review, rank, and prioritize Submitted Municipal Projects prior to calendar year 2020, the County shall fund during calendar year 2019 the Community Bus Service described in paragraph E above, and the differential (the amount of the ten percent commitment less the amount of 2019 surtax funding for such Community Bus Service) shall be added to the funding for Submitted Municipal Projects in 2020.

VI. Condition Precedent to Effectiveness of this Agreement; Joining After the Agreement Becomes Effective. This Agreement shall become effective only if, on or before September 30, 2018, the MPO and municipalities representing a majority of the population of Broward County formally approve, execute, and return the executed Agreement to the County, with a contemporaneous copy e-mailed to the County

Administrator and County Attorney at the e-mail addresses provided below. Any municipality may join the Agreement after it becomes effective. No municipality is eligible to receive any Transportation Surtax Proceeds prior to that municipality becoming a party to this Agreement. Additionally, if a municipality has not joined the Agreement on or before September 30, 2018, that municipality shall not be eligible to receive any Transportation Surtax Proceeds received by the County in 2019 (whether or not such proceeds are added to the 2020 funding as referenced in paragraph F above).

VII. Reporting, Audit, and Related Requirements. The County and each Municipality receiving funding pursuant to this Agreement agree to fully comply with the Reporting Requirements specified on Exhibit B, agree to fully comply and otherwise fully cooperate with the auditing, project review, and oversight requirements stated in Section 31½-75, Broward County Code of Ordinances, as same may be amended by the County (provided that such amendment(s) apply equally to the County), and agree that all of their respective expenditures of Transportation Surtax Proceeds will be consistent with applicable law and with the conditions, if any, of the approval received by the Oversight Board. The obligations stated in this paragraph shall survive expiration or earlier termination of this Agreement.

VIII. Term of Agreement. This Agreement shall remain in full force and effect until all Transportation Surtax Proceeds received by any party pursuant hereto have been expended and thereafter until ninety (90) days after the Oversight Board has completed its review of each applicable party's final audit. If the Ballot Measure is not approved by majority vote in connection with the November 6, 2018, election, this Agreement shall be null and void *ab initio*.

IX. No Impact on Future Levies. Nothing in this Agreement shall impact in any way, whatsoever, any future ballot question (whether placed on a ballot in 2019 or any time thereafter) seeking to impose, extend, or increase any levy of any surtax, or impact in any way any distribution from any such new, extended, or increased levy.

X. Funding Limited to Transportation Surtax Proceeds. The County's funding obligations under this Agreement shall be met solely through the use of Transportation Surtax Proceeds, and funding provided shall be consistent with applicable law including Section 129.01, Florida Statutes.

XI. Pledge of Support. To the full extent permissible under applicable law, all parties pledge to support the approval of the Ballot Measure and agree to work cooperatively to enhance the regional transportation system. Nothing stated in this section shall be interpreted to impede the free speech rights of any individual.

XII. Amendment. This Agreement may be amended by a written document formally approved by the County and by such Municipalities that, at the time the amendment is being considered, both (i) constitute a majority of the Municipalities that are a party to the Agreement, and (ii) cumulatively represent more than fifty percent (50%) of the County's total population. The MPO's written approval of any amendment shall only be required if

the amendment purports to modify any express obligation of the MPO hereunder. Any properly approved amendment shall be binding on all parties hereto.

XIII. Governing Law, Venue, and Waiver of Jury Trial. This Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the State of Florida. The parties agree that the exclusive venue for any lawsuit arising from, related to, or in connection with this Agreement shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. **BY ENTERING INTO THIS AGREEMENT, EACH PARTY HERETO HEREBY EXPRESSLY WAIVES ANY AND ALL RIGHTS THAT PARTY MAY HAVE TO A TRIAL BY JURY OF ANY CAUSE OF ACTION OR CLAIM ARISING FROM, RELATED TO, OR IN CONNECTION WITH THIS AGREEMENT.**

XIV. Counterparts. This Agreement may be executed in counterparts, and such counterparts together shall constitute one and the same instrument.

XV. Further Actions. If an audit conducted in connection herewith or in connection with Chapter 31½, Broward County Code of Ordinances, documents any misspent funds or other violation of this Agreement, the party in violation shall promptly take all reasonable and required actions to correct the violation. This provision shall survive the expiration or earlier termination of this Agreement.

XVI. Notices. Any notice under this Agreement shall be provided by email to the following recipients:

As to the County:	Broward County Administrator Current e-mail: bhenry@broward.org
With a copy to:	Broward County Attorney Current e-mail: ameyers@broward.org
As to Municipality:	Manager/Administrator Name and current e-mail provided on signature page
With a copy to:	Municipal Attorney Name and current e-mail provided on signature page
MPO:	MPO Executive Director Current e-mail: stuartg@browardmpo.org
With a copy to:	MPO General Counsel Current e-mail: agabriel@wsh-law.com

A party's notice address may be changed at any time by that party, provided that party provides notice of such change consistent with the requirements of this section.

XVII. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes any other agreement, representation, or communication, whether oral or written, between the parties relating to the subject matter of this Agreement.

XVIII. Headings. The section and subsection headings in this Agreement are inserted for convenience only and shall not affect in any way the meaning or interpretation of this Agreement.

XIX. Joint Preparation. The preparation of this Agreement has been a joint effort of the parties hereto, and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against any party.

XX. Severability. In the event any portion of this Agreement is found by a court of competent jurisdiction to be invalid, the remaining provisions shall continue to be effective and the parties agree to negotiate in good faith to modify the invalidated portion of the Agreement in a manner designed to effectuate the original intent of the parties.

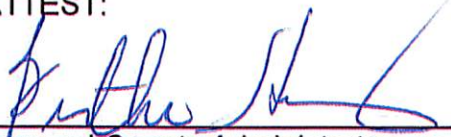
XXI. Advice of Counsel. Each party acknowledges and agrees that it has had the opportunity to consult with and be represented by counsel of its choice in connection with the negotiation and drafting of this Agreement.

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IN WITNESS WHEREOF, the parties have made and executed this Agreement on the respective dates under each signature: BROWARD COUNTY, by its Board of County Commissioners, signing by and through its Mayor or Vice-Mayor, duly authorized to execute same by Board action on the 21st day of August, 2018; each Municipality signing by and through its authorized officer or official, duly authorized to execute same by official action taken on the date identified on its signature page; and the MPO signing by and through its authorized officer or official, duly authorized to execute same by official action taken on the date identified on its signature page.

BROWARD COUNTY

ATTEST:



Broward County Administrator, as
ex officio Clerk of the Broward County
Board of County Commissioners.

BROWARD COUNTY, by and through
its Board of County Commissioners


By 

Mayor

29 day of August, 2018

Approved as to form by:

Andrew J. Meyers
Broward County Attorney
Governmental Center, Suite 423
115 South Andrews Avenue
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600
Telecopier: (954) 357-7641

By: 

Andrew J. Meyers
Broward County Attorney

29 day of August, 2018

Signature Page for Municipality

TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT

Each Municipality to supply its own valid signature page (to be valid, the signature page must include notice information and date of formal action approving the Agreement)

TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT

CITY OF FORT LAUDERDALE, through its City Commission, signing by and through its City Manager or Assistant City Manager, authorized to execute the same by Board action on the 25th day of September, 2018.

WITNESS:

CITY OF FORT LAUDERDALE,
A Florida Municipal Corporation

K. Skouridakis
Signature of Witness

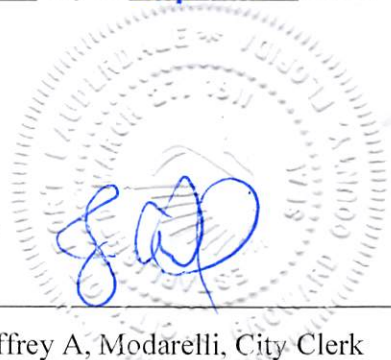
By: *Lee R. Feldman* FOR

Lee R. Feldman, City Manager

Katerina Skouridakis
Print of Type Name of Witness

25 day of September, 2018

D.R.S.
Signature of Witness



David R. Solomon
Print of Type Name of Witness

ATTEST:
By: *Jeffrey A. Modarelli*

Jeffrey A. Modarelli, City Clerk

Approved as to legal form:

Alain E. Boileau, City Attorney

By: *Tania M. Amar*

Tania M. Amar, Assistant City Attorney

Designated Address for Notices (include email address(es)):

City of Fort Lauderdale
City Hall
100 North Andrews Avenue
Fort Lauderdale, FL 33301
Attention: City Manager
Email: lfeldman@fortlauderdale.gov

With a copy to:
City Attorney
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301
Email: aboileau@fortlauderdale.gov

2020/08/20

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MPO Signature Page

TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT

MPO to provide its own valid signature page (to be valid, the signature page must include notice information and date of formal action approving the Agreement)

30-Year Financial Summary Regional Mobility and Transportation Surtax Initiative

OPERATING	
Costs	30-Year Period
Status Quo - Existing Transit Operations	\$4,827,170,163
Paratransit Operations	\$2,467,849,760
New 30-yr. Bus Service Plan	\$4,410,485,324
New Light Rail Transit (LRT)	\$1,417,566,886
Public Works	\$210,473,592
Transit Security - Operations	\$95,150,831
Total Operating Costs	\$13,428,696,555
Revenues	30-Year Period
Status Quo - Existing Transit Operations	\$4,088,261,812
Paratransit Operations (State Transportation Disadvantaged Program Grants)	\$136,635,092
Public Works	\$0
State Block Grants - New Bus	\$286,681,546
State Block Grants - New LRT	\$92,141,848
All Other New Revenue	\$351,240,271
Farebox Revenues - New Bus	\$1,014,411,624
Farebox Revenues - New LRT	\$212,635,033
Total Operating Revenues	\$6,182,007,227
Operating Revenues Minus Operating Costs	(\$7,246,689,328)
New Surtax Funding for Operating	\$7,246,689,328
CAPITAL	
Costs	30-Year Period
Status Quo - Existing Transit Capital	\$962,717,549
Paratransit Vehicles	\$164,266,523
New 30-yr. Bus Service Plan (New Vehicles)	\$208,226,329
New 30-yr. Bus Service Plan (Replacement Vehicles)	\$370,447,855
New LRT Infrastructure	\$2,145,799,008
New LRT Vehicles	\$194,290,841
Public Works	\$1,445,131,915
New BRT/Rapid Bus Infrastructure	\$396,749,505
New Transit Infrastructure (IT/Sec./Maint. Fac./Shelters/NTCs/P-R)	\$737,550,537
Planning Studies/Passenger Surveys	\$108,244,632
Total Capital Costs	\$6,733,426,694
Revenues	30-Year Period
Status Quo - Existing Transit Capital	\$837,472,658
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$16,984,854
FTA Formula Grants (New Bus)	\$142,672,770
FTA Formula Grants (New LRT)	\$53,051,568
FTA State of Good Repair Formula Grants (New LRT)	\$62,953,800
Other New Public Works Grants (FDOT, MPO, FHWA)	\$90,000,000
FTA/FDOT New Starts/Small Starts Discretionary Grants (New LRT/BRT)	\$815,141,042
Other New Disc. Grants (25% FTA + 25% FDOT)	\$632,470,793
Total Capital Revenues	\$2,650,747,485
Capital Revenues Minus Capital Costs	(\$4,082,679,210)
New Surtax Funding for Capital	\$4,082,679,210
Projected 1-cent Sales Tax Revenue	\$15,629,448,616
(Less 5% of Total Surtax Revenue)	(\$781,472,431)
Remaining Annual Surtax Revenue	\$14,847,976,185
(Broward Co. Operating & Capital Deficit)	(\$11,329,368,538)
Total Broward Co. Contingency	\$960,414,552
City Allocation (Minimum 10% of Surtax Revenue):	
Direct Funding of Community Shuttle Capital and O&M	\$539,665,526
City Projects	\$2,700,000,000
City Project Contingency	\$100,000,000
TOTAL	\$3,339,665,526

Exhibit A: Regional Mobility and Transportation Surtax Initiative

30-YEAR DETAILED PLAN

OPERATING	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Costs										
Status Quo - Existing Transit Operations	\$114,302,548	\$117,944,391	\$120,798,506	\$124,231,441	\$127,011,406	\$129,867,417	\$132,804,761	\$135,826,900	\$138,937,948	\$141,131,361
Paratransit Operations	\$30,722,766	\$32,549,601	\$34,303,661	\$36,041,581	\$37,860,586	\$39,727,626	\$41,681,698	\$43,728,645	\$45,861,063	\$48,073,661
New 30-yr. Bus Service Plan	\$13,147,623	\$18,341,056	\$26,562,000	\$38,891,343	\$46,357,504	\$53,915,519	\$61,567,953	\$69,319,668	\$77,175,129	\$85,129,953
New Light Rail Transit (LRT)	\$0	\$0	\$0	\$0	\$0	\$16,584,337	\$5,781,753	\$5,985,206	\$7,194,342	\$16,611,372
Public Works	\$0	\$167,300	\$288,263	\$1,460,824	\$2,034,271	\$3,226,711	\$4,483,167	\$5,803,276	\$7,194,342	\$14,900,760
Transit Security - Operations	\$2,000,000	\$2,000,000	\$2,171,800	\$2,385,454	\$2,611,018	\$2,838,349	\$3,066,281	\$3,294,713	\$3,523,645	\$3,753,077
Total Operating Costs	\$160,172,937	\$171,642,452	\$184,044,931	\$203,418,844	\$223,115,990	\$242,502,975	\$261,429,689	\$279,682,918	\$314,646,609	\$332,241,684
Revenues										
Status Quo - Existing Transit Operations	\$127,444,001	\$127,988,824	\$128,541,022	\$129,128,000	\$129,759,826	\$130,437,354	\$131,160,276	\$131,928,129	\$132,740,429	\$133,597,618
Paratransit Operations (State Transportation One-to-One Program Grants)	\$3,928,001	\$3,990,781	\$4,060,951	\$4,137,023	\$4,218,494	\$4,304,669	\$4,395,844	\$4,491,419	\$4,591,894	\$4,696,669
Public Works	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Block Grants - New Bus	\$654,596	\$1,192,169	\$1,726,534	\$2,252,148	\$2,765,865	\$3,266,829	\$3,754,517	\$4,228,818	\$4,689,281	\$5,135,413
State Block Grants - New LRT	\$0	\$0	\$0	\$0	\$0	\$427,075	\$140,814	\$434,038	\$827,640	\$1,275,237
All Other Incur Revenues	\$363,843	\$408,021	\$453,877	\$499,600	\$545,281	\$590,919	\$636,516	\$682,076	\$727,641	\$773,213
Farebox Revenues - New Bus	\$3,023,093	\$4,716,443	\$6,409,124	\$8,091,745	\$9,774,366	\$11,456,987	\$13,139,608	\$14,822,229	\$16,504,850	\$18,187,471
Farebox Revenues - New LRT	\$0	\$0	\$0	\$0	\$0	\$987,631	\$1,017,781	\$1,047,931	\$1,078,081	\$1,108,231
Total Operating Revenues	\$135,416,594	\$137,746,728	\$140,197,481	\$142,700,904	\$145,266,043	\$147,894,927	\$150,586,049	\$153,339,714	\$156,154,723	\$159,034,194
Operating Revenues Minus Operating Costs	(\$24,556,343)	(\$33,895,724)	(\$43,847,450)	(\$60,717,940)	(\$77,356,167)	(\$93,608,048)	(\$109,843,640)	(\$126,043,199)	(\$142,191,886)	(\$158,207,490)
New Surtax Funding for Operating	\$24,556,343	\$33,895,724	\$43,847,450	\$60,717,940	\$77,356,167	\$93,608,048	\$109,843,640	\$126,043,199	\$142,191,886	\$158,207,490
CAPITAL										
Costs										
Status Quo - Existing Transit Capital	\$28,759,769	\$31,493,122	\$34,226,475	\$36,959,828	\$39,693,181	\$42,426,534	\$45,159,887	\$47,893,240	\$50,626,593	\$53,359,946
Paratransit Vehicles	\$7,607,600	\$3,128,789	\$1,192,700	\$2,048,189	\$1,996,440	\$1,996,440	\$1,996,440	\$1,996,440	\$1,996,440	\$1,996,440
New 30-yr. Bus Service Plan (New Vehicles)	\$9,822,464	\$4,541,284	\$15,790,113	\$5,432,090	\$6,686,000	\$17,832,320	\$17,832,320	\$17,832,320	\$17,832,320	\$17,832,320
New 30-yr. Bus Service Plan (Replacement Vehicles)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New LRT Infrastructure	\$29,744,318	\$29,322,955	\$69,322,955	\$176,331,820	\$37,078,062	\$223,588,490	\$223,588,490	\$223,588,490	\$223,588,490	\$223,588,490
New LRT Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Works	\$0	\$7,020,817	\$10,334,704	\$18,261,138	\$28,364,418	\$48,443,310	\$78,522,202	\$108,601,094	\$138,680,086	\$168,759,078
New BART/Amtrak Bus Infrastructure	\$20,000,000	\$20,600,000	\$21,200,000	\$21,800,000	\$22,400,000	\$23,000,000	\$23,600,000	\$24,200,000	\$24,800,000	\$25,400,000
New Transit Infrastructure (TTC/Amtrak, Int./Shelters/TECP-B)	\$31,225,000	\$35,314,374	\$39,403,748	\$43,493,122	\$47,582,496	\$51,671,870	\$55,761,244	\$59,850,618	\$63,940,092	\$68,029,466
Planning Studies/Assessment Surveys	\$7,328,227	\$9,315,419	\$11,302,611	\$13,289,803	\$15,277,095	\$17,264,287	\$19,251,479	\$21,238,671	\$23,225,863	\$25,213,055
Total Capital Costs	\$129,734,384	\$134,581,410	\$139,428,688	\$144,275,857	\$149,123,026	\$153,970,195	\$158,817,364	\$163,664,533	\$168,511,702	\$173,358,871
Revenues										
Status Quo - Existing Transit Capital	\$25,416,010	\$25,282,810	\$25,149,610	\$25,016,410	\$24,883,210	\$24,750,010	\$24,616,810	\$24,483,610	\$24,350,410	\$24,217,210
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$65,989	\$117,817	\$169,645	\$221,473	\$273,301	\$325,129	\$376,957	\$428,785	\$480,613	\$532,441
FTA Formula Grants (New Bus)	\$20,710	\$99,619	\$198,238	\$296,857	\$395,476	\$494,095	\$592,714	\$691,333	\$789,952	\$888,571
FTA Formula Grants (New LRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA State of Good Repair Formula Grants (New LRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other New Public Works Grants (FOOT, HPO, FIWA)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA/FOOT New Starts/Small Starts Discretionary Grants (New LRT/DBT)	\$0	\$0	\$0	\$19,478,491	\$19,478,491	\$19,478,491	\$19,478,491	\$19,478,491	\$19,478,491	\$19,478,491
Other New Disc. Grants (New FTA + 75% FOOT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Revenues	\$29,232,709	\$29,302,629	\$29,372,549	\$29,442,469	\$29,512,389	\$29,582,309	\$29,652,229	\$29,722,149	\$29,792,069	\$29,861,989
Capital Revenues Minus Capital Costs	(\$100,501,675)	(\$105,278,781)	(\$109,256,139)	(\$113,233,388)	(\$117,210,637)	(\$121,187,886)	(\$125,165,135)	(\$129,142,384)	(\$133,119,633)	(\$137,096,882)
New Surtax Funding for Capital	\$100,501,675	\$105,278,781	\$109,256,139	\$113,233,388	\$117,210,637	\$121,187,886	\$125,165,135	\$129,142,384	\$133,119,633	\$137,096,882
Projected Transit Sales Tax Revenue	\$202,984,160	\$227,922,916	\$252,861,672	\$277,799,428	\$302,737,184	\$327,674,940	\$352,612,696	\$377,550,452	\$402,488,208	\$427,425,964
(Less 5% of Total Transit Revenue)	(\$101,492,080)	(\$113,961,458)	(\$126,430,836)	(\$138,895,714)	(\$151,360,592)	(\$163,825,470)	(\$176,290,348)	(\$188,755,226)	(\$201,220,104)	(\$213,684,982)
Remaining Annual Surtax Revenue	\$101,492,080	\$113,961,458	\$126,430,836	\$138,895,714	\$151,360,592	\$163,825,470	\$176,290,348	\$188,755,226	\$201,220,104	\$213,684,982
(Breward Co. Operation & Capital Deficit)	(\$125,036,899)	(\$128,486,729)	(\$131,936,559)	(\$135,386,389)	(\$138,836,219)	(\$142,286,049)	(\$145,735,879)	(\$149,185,709)	(\$152,635,529)	(\$156,085,359)
Total Breward Co. Contingency	\$0	\$10,140,913	\$17,859,443	\$25,578,973	\$33,298,503	\$41,018,033	\$48,737,563	\$56,457,093	\$64,176,623	\$71,896,153
City Allocation (Minimum 10% of Surtax Revenue)	\$11,149,208	\$12,540,146	\$14,031,084	\$15,522,022	\$17,012,960	\$18,503,898	\$20,000,000	\$21,500,000	\$23,000,000	\$24,500,000
Direct Funding of Community Shuttle Capital and O&M	\$13,294,397	\$10,801,299	\$11,473,843	\$10,915,028	\$12,637,460	\$17,088,392	\$16,693,490	\$16,350,432	\$15,955,324	\$14,111,370
City Projects	\$0	\$122,744,798	\$23,399,199	\$42,295,979	\$17,815,103	\$44,463,339	\$40,381,239	\$41,381,940	\$40,889,441	\$27,864,422
City Project Contingency	\$0	\$4,166,666	\$0	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$0
TOTAL	\$13,294,397	\$237,412,733	\$24,849,843	\$57,285,472	\$191,619,412	\$107,338,937	\$64,379,021	\$41,879,440	\$46,680,551	\$42,017,281

Exhibit A: Regional Mobility and Transportation Surtax Initiative

OPERATING	2020	2030	2031	2032	2033	2034	2035	2036	2037	2038
Costs										
Stabus Ops - Existing Transit Operations	\$141,717,410	\$147,697,535	\$150,748,011	\$153,865,406	\$157,051,097	\$160,206,614	\$163,431,466	\$167,033,776	\$170,507,483	\$174,558,033
Paratransit Operations	\$65,678,645	\$66,027,330	\$67,181,712	\$68,351,593	\$70,399,931	\$74,610,844	\$76,176,110	\$78,511,223	\$80,021,016	\$84,402,411
New 30-yr. Bus Service Plan	\$110,339,010	\$127,455,313	\$128,036,632	\$133,456,311	\$143,829,388	\$151,118,564	\$158,445,313	\$166,584,635	\$177,716,024	\$183,814,452
New Light Rail Transit (LRT)	\$27,416,894	\$28,238,271	\$48,930,343	\$51,375,252	\$57,865,011	\$54,490,661	\$61,824,737	\$64,708,585	\$66,656,354	\$68,648,762
Public Works	\$1,131,193	\$1,689,505	\$6,141,431	\$6,266,147	\$6,783,073	\$7,329,350	\$7,671,830	\$8,210,000	\$8,672,196	\$9,031,007
Transit Security - Operations	\$2,607,831	\$2,768,464	\$2,911,522	\$2,937,607	\$3,025,179	\$3,115,031	\$3,209,412	\$3,306,691	\$3,404,866	\$3,507,012
Total Operating Costs	\$345,945,063	\$366,876,652	\$401,911,483	\$414,402,778	\$433,914,189	\$458,931,172	\$472,988,387	\$498,644,984	\$515,933,018	\$533,366,687
Revenues										
Stabus Ops - Existing Transit Operations	\$131,641,321	\$132,435,145	\$133,238,851	\$134,052,600	\$134,876,160	\$135,710,901	\$136,555,797	\$137,411,428	\$138,277,876	\$139,155,637
Paratransit Operations (State Transportation Disadvantaged Program Grants)	\$4,338,917	\$4,382,346	\$4,426,170	\$4,470,432	\$4,515,126	\$4,560,287	\$4,605,820	\$4,651,749	\$4,698,083	\$4,744,831
Public Works	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Block Grants - New Bus	\$7,197,538	\$7,077,255	\$6,958,081	\$6,840,510	\$6,724,911	\$6,611,911	\$6,502,091	\$6,396,961	\$6,291,101	\$6,185,101
State Block Grants - New LRT	\$1,082,033	\$1,831,491	\$3,328,972	\$3,376,141	\$3,426,216	\$3,529,312	\$4,083,377	\$4,706,084	\$4,332,167	\$4,643,235
All Other New Revenue	\$8,474,167	\$8,210,729	\$10,901,101	\$11,274,908	\$11,588,175	\$12,321,118	\$13,340,735	\$14,243,950	\$14,866,373	\$15,364,274
Farebox Revenues - New Bus	\$29,397,082	\$28,210,732	\$28,683,026	\$29,740,492	\$33,080,761	\$34,757,124	\$35,982,408	\$38,018,466	\$40,074,072	\$42,100,237
Farebox Revenues - New LRT	\$4,112,384	\$4,335,256	\$7,474,511	\$7,699,748	\$7,929,212	\$8,167,644	\$8,413,639	\$8,706,348	\$9,049,538	\$9,402,464
Total Operating Revenues	\$193,851,283	\$198,291,768	\$197,384,561	\$198,240,981	\$209,170,520	\$209,079,178	\$214,168,988	\$220,188,235	\$224,598,763	\$228,377,810
Operating Revenues Minus Operating Costs	(\$152,093,780)	(\$168,584,884)	(\$204,526,922)	(\$216,161,797)	(\$224,743,669)	(\$249,851,994)	(\$258,819,399)	(\$278,456,749)	(\$291,334,255)	(\$305,008,877)
New Surtax Funding for Operating	\$163,112,783	\$177,784,864	\$203,531,121	\$214,141,797	\$228,743,668	\$241,851,996	\$258,738,397	\$276,369,849	\$291,354,266	\$308,384,867
CAPITAL										
Costs										
Stabus Ops - Existing Transit Capital	\$26,941,159	\$27,303,089	\$28,078,103	\$28,666,779	\$29,299,217	\$30,085,885	\$30,917,122	\$31,163,315	\$31,824,895	\$32,402,140
Paratransit Vehicles	\$4,168,710	\$4,332,868	\$4,506,188	\$4,688,410	\$4,873,837	\$5,068,435	\$5,271,196	\$5,482,460	\$5,701,293	\$5,928,827
New 30-yr. Bus Service Plan (New Vehicles)	\$0	\$16,261,123	\$3,729,230	\$0	\$18,008,617	\$4,294,122	\$0	\$16,400,221	\$4,692,314	\$0
New Light Rail Transit (Replacement Vehicles)	\$0	\$0	\$4,147,061	\$8,495,210	\$27,312,926	\$17,032,370	\$11,384,277	\$25,211,811	\$18,701,215	\$10,512,281
New LRT Infrastructure	\$210,531,205	\$264,076,788	\$13,165,292	\$81,392,912	\$81,392,912	\$81,392,912	\$81,392,912	\$81,392,912	\$81,392,912	\$81,392,912
New LRT Vehicles	\$10,899,227	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Works	\$40,771,088	\$16,827,101	\$48,796,532	\$40,118,665	\$27,889,863	\$71,712,122	\$5,658,958	\$38,891,821	\$83,194,242	\$24,920,821
New BRT/Rapid Bus Infrastructure	\$16,126,927	\$27,084,627	\$18,511,218	\$27,302,742	\$15,125,897	\$16,329,594	\$16,250,477	\$16,250,476	\$17,024,331	\$17,315,011
New Transit Infrastructure (IT/Sec./Aunt. Fee./Shelters/IT/Cy/P/R)	\$13,781,662	\$14,191,138	\$18,023,190	\$22,385,463	\$18,789,245	\$19,210,914	\$18,458,455	\$16,949,522	\$22,296,766	\$28,718,414
Planning Studies/Passenger Surveys	\$3,057,708	\$3,149,439	\$3,241,923	\$3,341,210	\$3,441,477	\$3,541,722	\$3,641,965	\$3,742,195	\$3,842,413	\$3,942,615
Total Capital Costs	\$433,920,287	\$372,744,414	\$103,934,540	\$219,379,420	\$229,506,939	\$247,792,883	\$142,193,788	\$191,691,268	\$188,219,896	\$121,948,827
Revenues										
Stabus Ops - Existing Transit Capital	\$18,727,061	\$18,076,817	\$18,413,771	\$18,765,454	\$19,130,201	\$19,508,110	\$19,897,438	\$19,282,214	\$18,608,427	\$18,993,610
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$93,789	\$93,032	\$92,663	\$92,924	\$93,203	\$93,484	\$93,765	\$94,046	\$94,327	\$94,608
FTA Formula Grants (New Bus)	\$4,860,417	\$4,931,009	\$5,001,106	\$5,071,203	\$5,141,300	\$5,211,397	\$5,281,494	\$5,351,591	\$5,421,688	\$5,491,785
FTA Formula Grants (New LRT)	\$1,346,310	\$1,346,310	\$2,327,272	\$2,327,272	\$2,327,272	\$2,327,272	\$2,327,272	\$2,327,272	\$2,327,272	\$2,327,272
FTA State of Good Repair Formula Grants (New LRT)	\$0	\$709,800	\$709,800	\$709,800	\$709,800	\$709,800	\$709,800	\$709,800	\$709,800	\$709,800
Other New Public Works Grants (FDOT, HQO, FHWV)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA/DOE New Starts/Small Starts Discretionary Grants (New LRT/BRT)	\$110,420,463	\$53,948,990	\$0	\$0	\$7,911,095	\$8,179,229	\$10,109,551	\$8,877,450	\$8,937,774	\$9,208,927
Other New Bus Grants (25% FTA + 25% FDOT)	\$14,814,438	\$20,570,558	\$12,017,601	\$30,584,208	\$38,153,291	\$17,784,148	\$14,420,321	\$29,420,542	\$25,348,400	\$18,641,029
Total Capital Revenues	\$176,846,713	\$159,161,797	\$76,726,378	\$89,927,810	\$79,171,854	\$87,266,918	\$84,353,443	\$87,818,977	\$87,504,899	\$87,166,811
Capital Revenues Minus Capital Costs	(\$257,073,574)	(\$213,582,617)	(\$27,208,162)	(\$130,451,610)	(\$150,335,085)	(\$160,525,965)	(\$57,839,345)	(\$103,877,291)	(\$103,713,997)	(\$138,781,916)
New Surtax Funding for Capital	\$257,073,574	\$213,582,617	\$27,208,162	\$130,451,610	\$150,335,085	\$160,525,965	\$57,839,345	\$103,877,291	\$103,713,997	\$138,781,916
Projected 1-cent Sales Tax Revenue	\$494,234,233	\$466,498,068	\$475,824,123	\$487,929,658	\$505,214,466	\$518,957,958	\$532,609,821	\$547,240,008	\$562,869,726	\$577,314,472
(Less 5% of Total Surtax Revenue)	(\$22,711,712)	(\$22,324,023)	(\$23,894,706)	(\$24,601,483)	(\$25,266,723)	(\$25,847,893)	(\$26,449,401)	(\$27,080,009)	(\$27,741,617)	(\$28,428,824)
Remaining Annual Surtax Revenue	\$471,522,521	\$444,174,045	\$451,929,417	\$463,328,175	\$480,047,743	\$493,110,065	\$506,160,420	\$520,159,999	\$535,128,109	\$548,885,648
(Breawest Co. Operating & Capital Benefits)	(\$478,487,327)	(\$391,287,481)	(\$329,091,388)	(\$364,464,407)	(\$400,076,713)	(\$437,017,263)	(\$474,220,747)	(\$511,744,427)	(\$549,678,202)	(\$588,888,483)
Total Breawest Co. Contingency	\$37,165,951	\$30,208,569	\$20,662,240	\$30,862,192	\$31,228,969	\$31,893,200	\$32,578,384	\$33,277,977	\$33,995,488	\$34,744,422
City Allocation (Minimum 10% of Surtax Revenue)										
Direct Funding of Community Shuttle Capital and O&M	\$15,424,168	\$16,842,728	\$17,616,367	\$18,151,890	\$18,686,646	\$19,221,412	\$19,756,178	\$20,290,944	\$20,825,710	\$21,360,476
City Projects	\$29,726,184	\$28,774,643	\$28,516,493	\$28,258,343	\$28,000,193	\$27,742,043	\$27,483,893	\$27,225,743	\$26,967,593	\$26,709,443
City Project Contingency	\$0	\$0	\$1,166,068	\$4,166,666	\$0	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666
TOTAL	\$43,192,352	\$44,617,372	\$190,709,724	\$71,672,558	\$48,004,874	\$49,064,610	\$49,064,610	\$49,064,610	\$49,064,610	\$49,064,610

Exhibit A: Regional Mobility and Transportation Surtax Initiative

	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
OPERATING										
Costs										
Status Quo - Existing Transit Operations	\$177,606,291	\$181,394,019	\$185,181,069	\$188,968,094	\$192,755,142	\$196,542,190	\$200,329,238	\$204,116,286	\$207,903,334	\$211,690,382
Paratransit Operations	\$100,136,079	\$104,323,613	\$108,511,147	\$112,698,681	\$116,886,215	\$121,073,749	\$125,261,283	\$129,448,817	\$133,636,351	\$137,823,885
New 30-yr. Bus Service Plan	\$199,046,160	\$208,562,510	\$218,078,860	\$227,595,210	\$237,111,560	\$246,627,910	\$256,144,260	\$265,660,610	\$275,176,960	\$284,693,310
New Light Rail Transit (LRT)	\$70,770,215	\$73,365,322	\$75,960,429	\$78,555,536	\$81,150,643	\$83,745,750	\$86,340,857	\$88,935,964	\$91,531,071	\$94,126,178
Public Works	\$5,380,200	\$5,510,878	\$5,641,556	\$5,772,234	\$5,902,912	\$6,033,590	\$6,164,268	\$6,294,946	\$6,425,624	\$6,556,302
Transit Security - Operations	\$3,017,222	\$3,120,589	\$3,223,956	\$3,327,323	\$3,430,690	\$3,534,057	\$3,637,424	\$3,740,791	\$3,844,158	\$3,947,525
Total Operating Costs	\$540,864,173	\$568,245,239	\$595,626,305	\$623,007,371	\$650,388,437	\$677,769,503	\$705,150,569	\$732,531,635	\$759,912,701	\$787,293,767
Revenues										
Status Quo - Existing Transit Operations	\$140,044,974	\$144,231,508	\$148,418,042	\$152,604,576	\$156,791,110	\$160,977,644	\$165,164,178	\$169,350,712	\$173,537,246	\$177,723,780
Paratransit Operations (State Transportation Disadvantaged Program Grants)	\$4,792,500	\$4,840,000	\$4,887,500	\$4,935,000	\$4,982,500	\$5,030,000	\$5,077,500	\$5,125,000	\$5,172,500	\$5,220,000
Public Works	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Block Grants - New Bus	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610	\$12,637,610
State Block Grants - New LRT	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107	\$4,576,107
All Other New Revenue	\$16,401,058	\$17,068,819	\$17,736,580	\$18,404,341	\$19,072,102	\$19,739,863	\$20,407,624	\$21,075,385	\$21,743,146	\$22,410,907
Farebox Revenues - New Bus	\$45,779,227	\$47,949,381	\$50,119,535	\$52,289,689	\$54,459,843	\$56,629,997	\$58,799,151	\$60,969,305	\$63,139,459	\$65,309,613
Farebox Revenues - New LRT	\$10,606,388	\$10,927,580	\$11,248,772	\$11,569,964	\$11,891,156	\$12,212,348	\$12,533,540	\$12,854,732	\$13,175,924	\$13,497,116
Total Operating Revenues	\$238,158,517	\$249,077,139	\$259,995,761	\$270,914,383	\$281,832,905	\$292,751,427	\$303,670,049	\$314,588,671	\$325,507,293	\$336,425,915
Operating Revenues Minus Operating Costs	(\$302,705,656)	(\$219,168,100)	(\$135,630,544)	(\$52,092,988)	30,414,468	113,881,924	227,761,380	341,640,836	455,520,292	569,400,748
New Surtax Funding for Operating	\$328,405,655	\$342,166,645	\$355,927,635	\$369,688,625	\$383,449,615	\$397,210,605	\$410,971,595	\$424,732,585	\$438,493,575	\$452,254,565
CAPITAL										
Costs										
Status Quo - Existing Transit Capital	\$33,193,382	\$34,505,603	\$35,817,824	\$37,130,045	\$38,442,266	\$39,754,487	\$41,066,708	\$42,378,929	\$43,691,150	\$45,003,371
Paratransit Vehicles	\$6,167,022	\$6,413,703	\$6,660,384	\$6,907,065	\$7,153,746	\$7,400,427	\$7,647,108	\$7,893,789	\$8,140,470	\$8,387,151
New 30-yr. Bus Service Plan (New Vehicles)	\$19,912,304	\$20,728,418	\$21,544,532	\$22,360,646	\$23,176,760	\$23,992,874	\$24,808,988	\$25,625,102	\$26,441,216	\$27,257,330
New 30-yr. Bus Service Plan (Replacement Vehicles)	\$26,881,611	\$27,739,353	\$28,597,095	\$29,454,837	\$30,312,579	\$31,170,321	\$32,028,063	\$32,885,805	\$33,743,547	\$34,601,289
New LRT Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New LRT Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Works	\$49,248,125	\$51,256,817	\$53,265,509	\$55,274,201	\$57,282,893	\$59,291,585	\$61,300,277	\$63,308,969	\$65,317,661	\$67,326,353
New BRT/Bus Rapid Transit Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Transit Infrastructure (T/Sec./Muni. For Bicycles/Walk/P-R)	\$22,430,565	\$22,986,115	\$23,541,665	\$24,097,215	\$24,652,765	\$25,208,315	\$25,763,865	\$26,319,415	\$26,874,965	\$27,430,515
University Student/Passenger Service	\$4,109,301	\$4,237,183	\$4,365,065	\$4,492,947	\$4,620,829	\$4,748,711	\$4,876,593	\$5,004,475	\$5,132,357	\$5,260,239
Total Capital Costs	\$147,844,543	\$153,231,823	\$158,619,103	\$164,006,383	\$169,393,663	\$174,780,943	\$180,168,223	\$185,555,503	\$190,942,783	\$196,330,063
Revenues										
Status Quo - Existing Transit Capital	\$26,388,978	\$27,391,225	\$28,393,472	\$29,395,719	\$30,397,966	\$31,399,213	\$32,401,460	\$33,403,707	\$34,405,954	\$35,408,201
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$739,218	\$742,817	\$746,416	\$750,015	\$753,614	\$757,213	\$760,812	\$764,411	\$768,010	\$771,609
FTA Formula Grants (New Bus)	\$6,121,794	\$6,272,711	\$6,423,628	\$6,574,545	\$6,725,462	\$6,876,379	\$7,027,296	\$7,178,213	\$7,329,130	\$7,480,047
FTA Formula Grants (New LRT)	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315	\$2,676,315
FTA State of Good Repair Formula Grants (New LRT)	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600	\$4,340,600
Other New Public Works Grants (FDOT, HPO, FHWA)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA/FDOT New Starts/Small Starts Discretionary Grants (New LRT/BRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other New Bus Grants (25% FTA + 25% FDOT)	\$31,617,348	\$32,620,000	\$33,622,652	\$34,625,304	\$35,627,956	\$36,630,608	\$37,633,260	\$38,635,912	\$39,638,564	\$40,641,216
Total Capital Revenues	\$48,543,953	\$50,033,661	\$51,523,369	\$53,013,077	\$54,502,785	\$55,992,493	\$57,482,201	\$58,971,909	\$60,461,617	\$61,951,325
Capital Revenues Minus Capital Costs	(\$99,290,590)	(\$3,198,162)	\$36,687,761	\$133,611,342	\$244,049,222	\$354,487,102	\$464,924,982	\$575,362,862	\$685,800,742	\$796,238,622
New Surtax Funding for Capital	\$102,102,580	\$106,036,824	\$109,971,068	\$113,905,312	\$117,839,556	\$121,773,800	\$125,708,044	\$129,642,288	\$133,576,532	\$137,510,776
Protected Licent Sales Tax Revenue	\$255,204,017	\$260,913,418	\$266,622,819	\$272,332,220	\$278,041,621	\$283,751,022	\$289,460,423	\$295,169,824	\$300,879,225	\$306,588,626
(Less 8% of Total Surtax Revenue)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)	(\$20,845,201)
Remaining Annual Surtax Revenue	\$234,358,816	\$240,068,217	\$245,777,618	\$251,487,019	\$257,196,420	\$262,905,821	\$268,615,222	\$274,324,623	\$280,034,024	\$285,743,425
(Breaword Co. Operating & Capital Deficit)	(\$466,718,893)	(\$388,785,302)	(\$310,851,711)	(\$232,918,120)	(\$154,984,529)	(\$77,049,938)	\$1,000,000	\$789,736,316	\$1,579,472,632	\$2,149,208,948
Total Breaword Co. Contingency	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310	\$38,492,310
City Allocation (Minimum 10% of Surtax Revenue)	\$23,435,882	\$24,006,822	\$24,577,762	\$25,148,702	\$25,719,642	\$26,290,582	\$26,861,522	\$27,432,462	\$28,003,402	\$28,574,342
Direct Funding of Community Shuttle Capital and O&M	\$16,759,166	\$17,329,999	\$17,900,832	\$18,471,665	\$19,042,498	\$19,613,331	\$20,184,164	\$20,755,000	\$21,325,833	\$21,896,666
City Projects	\$129,976,622	\$134,195,822	\$138,415,022	\$142,634,222	\$146,853,422	\$151,072,622	\$155,291,822	\$159,511,022	\$163,730,222	\$167,949,422
City Project Contingency	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666
TOTAL	\$149,912,473	\$153,024,216	\$156,135,959	\$159,247,702	\$162,359,445	\$165,471,188	\$168,582,931	\$171,694,674	\$174,806,417	\$177,918,160

Exhibit B - Reporting Requirements

The County and each Municipality shall submit to the Oversight Board an annual detailed report of the progress made in carrying out their respective projects funded through the surtax. The report shall be audited by an independent CPA, with an opinion as to whether the financial information is presented in accordance with Generally Accepted Accounting Principles and whether the projects are in accordance with the ILA. The audit shall contain sufficient information for the Oversight Board to determine if the project expenditures conform to this Agreement and applicable law. In this regard, the report must include cumulative financial information for each individual project undertaken pursuant to this Agreement.

The annual report must conform to the report format presented below and must include the following three sections:

Section One presents expenditures for the current year and the cumulative expenditures for each project as follows:

- 1) A description of the project;
- 2) The projected costs of the project as originally approved by the Oversight Board;
- 3) The cumulative expenditures for the project up to the beginning of the year being reported;
- 4) The expenditures for the project for the current report year; and
- 5) The total cumulative expenditures for the project as of the end of the current year being reported.

Section Two presents the Statement of Revenue, Expenditures, and Changes in Fund Balance for the separate account/fund established for any and all Surtax funds received pursuant to this Agreement, and includes:

- 1) Revenue received by source;
- 2) The project expenditures;
- 3) Administrative costs including, as applicable, salaries, contractual services, and capital outlay;
- 4) Debt service, including principal and interest;
- 5) Other expenditures; and
- 6) The beginning and ending fund balances.

Section Three presents the Balance Sheet for the Surtax fund.

The annual report should include appropriate footnote disclosures in support of the items presented in sections one to three and include disclosure of any issue of noncompliance with this Agreement or applicable law. The following is a sample format of the required report.

**Sample Format for Financial Information for the Annual Report
XYZ Municipality/County Receiving Surtax Funding for Fiscal Year Ended September 30, 201x**

Section I: Project Expenditures (to include detail on Project components of each approved project)

Description Project	Project Budget	Expenditures through Prior FY	Current Expenditures	Cumulative Expenditures
Project 1 (Show detail of expenditures by budget line item)	##	##	##	##
Project 2 (Show detail of expenditures by budget line item)	##	##	##	##
Total	##	##	##	##

Section II: Statement of Revenue, Expenditures & Changes in Fund Balance

Revenues:	
Surtax Receipts	\$ #,###,###
Other	#,###,###
Interest	#,###
Total Revenues	\$ #,###,###
Project/Activity Expenditures (total from Section I, Current Expenditures)	\$ #,###,###
Administrative Costs:	
Salaries	###,###
Contractual Services	###,###
Capital Outlay	###,###
Total Administrative Costs	###,###
Debt Service:	
Principal	###,###
Interest	###,###
Total Debt Service	###,###
Other Expenditures	###,###
Total Expenditures	###,###
Excess of Revenues Over Expenditures	###,###
Fund Balance October 1	###,###
Fund Balance September 30	###,###

Section III: Balance Sheet

Assets (in detail)	\$ ##,###,###
Liabilities and Fund Balances (in detail)	\$ ##,###,###



COMMISSION AGENDA ITEM
DOCUMENT ROUTING FORM

2 LOG
9/25/18

Today's Date: 9/25/2018

DOCUMENT TITLE: Transportation System Surplus Interlocal Agreement between Broward County and COFL

COMM. MTG. DATE: 9/25/18 CAM #: 18-1022 ITEM #: CR-9 CAM attached: YES NO

Routing Origin: CAO Router Name/Ext: Glynis x5091

CIP FUNDED: YES NO

Capital Investment / Community Improvement Projects defined as having a life of at least 10 years and a cost of at least \$50,000 and shall mean improvements to real property (land, buildings, or fixtures) that add value and/or extend useful life, including major repairs such as roof replacement, etc. Term "Real Property" include: land, real estate, realty, or real.

2) City Attorney's Office # of originals attached: 2 Approved as to Form: YES NO

Date to CCO: 9/25/18
[Signature]
Initials

3) City Clerk's Office: # of originals: 2 Routed to: Gina Ri/CMO/X5013 Date: 9/25/18

4) City Manager's Office: CMO LOG #: _____ Date received from CCO: _____

Assigned to: L. FELDMAN S. HAWTHORNE C. LAGERBLOOM
L. FELDMAN as CRA Executive Director

APPROVED FOR LEE FELDMAN'S SIGNATURE N/A FOR L. FELDMAN TO SIGN

PER ACM: S. HAWTHORNE _____ (Initial/Date) C. LAGERBLOOM _____

(Initial/Date) PENDING APPROVAL (See comments below)

Comments/Questions: _____

Forward ___ originals to Mayor CCO Date: _____

5) Mayor/CRA Chairman: Please sign as indicated. Forward ___ originals to CCO for attestation/City seal (as applicable) Date: _____

INSTRUCTIONS TO CLERK'S OFFICE

City Clerk: Retains ___ original and forwards ___ original(s) to: _____ (Name/Dept/Ext)

Attach ___ certified Reso # ___ YES NO Original Route form to CAO