



Capital Improvements Element Support Document



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LIST OF DEFINITIONS

Ad Valorem Tax – A tax imposed on the value of property.

Appropriation – The legal authorization given by the Broward County Board of County Commissioners (Board) to make expenditures and incur obligations using county funds.

Bonds – Obligations to pay back a specific amount of borrowed funds plus interest payments on specific dates.

Capital Budget – The first year of the capital program which includes capital project appropriations and the revenues required to support the projects.

Capital Improvement – Physical assets constructed or purchased to provide, improve, or replace a public facility and which are typically large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing. For the purposes of this part, physical assets that have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

Capital Program – The program of capital expenditures planned over the next five-year period, updated annually by the Board that specifies both proposed projects and the funding resources estimated to be available.

Capital Project – A capital project maintains, improves, acquires or constructs a County facility, infrastructure or other fixed asset that has a minimum useful life in excess of one year. Projects typically involve buildings, streets, parks, water and sewer systems, and Port and Airport projects.

Concurrency Fees – Fees collected from land development for the provision of services, including school impacts fees, road impact/transportation fees, and, if platting is required, park impact fees.

Contingency – Funds set aside for expenses that may arise as a result of unforeseen conditions.

Debt Service – Payments of principal, interest, and costs associated with borrowing funds to pay for capital projects.

Dedicated Revenue – A source of funds which is mandated by law or policy to be used for a specific purpose.

Enterprise Fund – A fund dedicated to a specific operation that is primarily supported by grants, bond proceeds, and user fees and does not receive property tax support. County enterprise funds include Water and Wastewater, Aviation, and Port Everglades.

Financially Feasible Five-Year Capital Improvements Program – A five-year capital improvements program that has sufficient revenues currently available or that will be available from committed funding sources for the program's first three (3) years or will be available from committed or planned funding sources for years four (4) and five (5).

Fiscal Year (FY) – The annual budget period for Broward County, which begins on October 1st and ends on September 30th of the next calendar year.

Flexible Revenue – A source of funds which can be used for a variety of purposes and programs and which can be raised or lowered depending on revenue requirements.

Fund – Monies dedicated for a specific purpose and accounted for separately.

Fund Balance – The amount of revenues exceeding expenditures for a given fund at the close of a fiscal year which can be carried over to support the fund’s budget in the next fiscal year.

General Obligation Bonds – Bonds approved by a majority of the voters that are financed with ad valorem taxes or backed with the “full faith and credit” of the issuing government.

Grants – Contributions or gifts of cash or other assets from another government or non-profit organization to be used or expended on a specific purpose, activity or facility.

Impact Fees – Fees assessed for new development projects to fund infrastructure required to serve development, including school impacts fees, road/transportation impact fees, and park impact fees.

Infrastructure – Any public facility that has a life expectancy of 5 or more years.

Interest Income – Revenues earned on cash balances within each fund.

Intergovernmental Revenue – See Grants above.

Less Five Percent – Revenues budgeted at 95 percent of anticipated receipts and not including transfers, fund balances, bond issues, and certain grants and reimbursements which are budgeted at 100 percent.

Level of Service – An indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.

Local Option Sales Tax – Up to one percent (1%) tax on sales which must be approved by the voters to fund infrastructure improvements, transit, transportation, or health care.

Pay-As-You-Go – A term used to describe the financial approach of funding capital improvements with current resources rather than through bonds.

Principal – The original amount borrowed through a loan, bond, or other form of debt.

Reserves – Funds earmarked for a specific purpose in the future.

Revenue bonds – Bonds that finance income producing projects and are secured by a specific revenue source.

Revenues – The taxes, fees, charges, special assessments, grants and other funds collected and received by the County.

Special Assessment – A charge levied to properties located within a certain geographic area that defrays part or all of the cost of a specific improvement or service deemed to primarily benefit those properties.

Transfers – The movement of cash or other resources between funds.

Trust Fund – A fund used to account for assets held by a government for individuals, private organizations, other governments, and/or other funds.

User Charges – A fee for direct receipt of a public service by the person or entity benefitting from the service.

Voted Debt Service Ad Valorem Tax – Property taxes levied to fund the debt service on general obligation bonds, which are approved by a majority of voters.

LIST OF ABBREVIATIONS

| | |
|------|---|
| BCAD | Broward County Aviation Department |
| CIE | Capital Improvements Element |
| CIP | Capital Improvements Program |
| DEFP | District Educational Facilities Plan |
| FAA | Federal Aviation Administration |
| FLL | Fort Lauderdale-Hollywood International Airport |
| FY | Fiscal Year |
| HWO | North Perry Airport |
| PSFE | Public Schools Facilities Element |



Capital Improvements

Introduction

A. General

Consistent with Florida Statute 163.3177 (3)(a), the purpose of the Capital Improvements Element (CIE) is to:

1. Consider the need for and the location of public facilities in order to encourage the efficient use of such facilities.
2. Outline principles for public facilities construction, extension, capacity increase, and deficiency correction over at least a 5-year period.
3. Estimate public facility costs, including the identification of when facilities will be needed, the general location of facilities, and projected funding sources.
4. Ensure the availability and adequacy of public facilities to meet established levels of service.
5. Establish a schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility.
6. Identify as funded or unfunded and prioritize, any projects required to achieve and maintain adopted level-of-service standards.
7. Identify transportation improvements included in the applicable metropolitan planning organization's transportation improvement program to the extent that such improvements are relied upon to ensure concurrency and financial feasibility.
8. Coordinate the capital improvements schedule with the Broward Metropolitan Planning Organization's Long-Range Transportation Plan.

Pursuant to Florida Statute, the CIE must be reviewed annually. Modifications that update the 5-year capital improvement schedule may be accomplished by ordinance and are not considered amendments to the comprehensive plan.

The CIE Support Document is divided into four parts. Part I: Introduction identifies the service area, the planning horizons and defines key terms. Part II: Existing Conditions addresses the data requirements including a description of existing conditions, current and projected funding sources, and expenditures. Part III: Needs Assessment provides an analysis of existing conditions, discussion of future needs, and existing identification of deficiencies. Part IV addresses implementation.

B. Service Area

The planning service area is all of Broward County. The regulatory service area is generally confined to the Broward Municipal Services District Areas, including the Water Conservation Areas; however, many programs include the municipalities.

C. Planning Horizon

This Element includes a financially feasible five-year Capital Improvements Program (CIP) which is the adopted annually by Broward County Board of County Commissioners (Board). Capital improvements required beyond five years are addressed in the various plan elements and will be incorporated into the CIP through the annual update process. Long term planning horizons for the CIE correspond with those found in other elements of the Comprehensive Plan.

EXISTING CONDITIONS

The following sections address revenue sources and funding mechanisms for County expenses, including operating costs, capital projects, and debt service. Existing revenue sources are shown in Table CI-1.

Table CI-1: Existing Revenue Sources, Broward County

| Revenue Sources Allocated for Capital Projects | Revenue Sources Allocated for Operating Budget and Debt Service |
|--|---|
| Ad Valorem Taxes | Ad Valorem Taxes |
| Bonds | Communication Services Taxes |
| Capital Recovery Charges | County Gas Tax |
| | Electric Franchise Fees |
| Constitutional Gas Taxes | Electric Utility Tax |
| Discretionary Sales Surtax | Fines and Forfeitures |
| | Grants |
| | Half Cent Sales Tax |
| Financing/Loans | Interest Income |
| Fund Balances | Licenses and Permits |
| Grants | Local Option Gas Taxes |
| Impact Fees, including Parks, and Roads | Non-Ad Valorem Assessments |
| Interest Income | Regulatory Revenue |
| Local Option Gas Taxes | State Revenue Sharing |
| Partnership Contributions | Tourist Taxes |
| Reimbursements | User Fees and Charges |
| Sale of Assets | |
| Tourist Taxes | |

| Revenue Sources Allocated for Capital Projects | Revenue Sources Allocated for Operating Budget and Debt Service |
|--|---|
| Transportation Concurrency Fees | |
| User Fees and Charges | |

Source: Broward County, Office of Management and Budget, 2020

A. Ad Valorem Taxes

The Board may levy ad valorem taxes up to \$10.00 per thousand dollars of taxable value for Countywide purposes, not including taxes levied for bonds approved by the voters. The County currently levies approximately \$ 5.50 per thousand dollars of taxable value. This includes \$0.21 for ongoing capital project needs for which there are no dedicated revenue sources. Ad valorem taxes fund certain projects on a pay-as-you-go basis and fund maintenance and replacement costs of existing infrastructure and facilities.

B. Discretionary Sales Surtax or Local Option Sales Tax

Chapter 212.055, Florida Statutes allows certain counties, including Broward County, to levy a sales surtax, subject to approval by majority vote of the electorate. In November 2018, Broward County voters approved a 30-year, one (1) cent sales tax for transportation system improvements. Projects funded by the sales tax are intended to reduce traffic congestion, improve roads and bridges, enhance traffic light timing, develop safe sidewalks and bike paths, expand mass transit, fully fund special needs/on-demand services, fully fund community shuttles, connect greenways, enhance school safety zones, and fund a variety of municipal transportation projects. The sales tax is expected to generate approximately \$314.9 million in FY 2021. Use of tax proceeds is restricted to planning, development, construction, operation, and maintenance of bus systems, fixed guide-way rapid transit systems, on demand transportation, roads, and bridges.

C. Fuel Taxes

In addition to state taxes, Broward County levies the following taxes on sales of each gallon of motor and diesel fuel:

1. Ninth Cent Tax: \$.01
2. Local Option Fuel Tax: \$.06
3. Additional Local Option: \$.05

D. Impact Fees.

Florida Statutes requires the provision of essential infrastructure, such as sanitary sewer, solid waste, drainage, and potable water services concurrent with the impacts of development. To ensure new construction is supported by essential infrastructure and services, Broward County assesses impact fees for schools, parks, and roads.

E. Bond Funding

The County utilizes general obligation bond and revenue bond financing for large infrastructure projects that are too costly to fund on a pay-as-you-go basis.

1. General Obligation Bonds

General obligation bonds are approved by the electorate and paid for through property taxes. Broward County voters have authorized the County to issue general obligation bonds on several occasions. Currently, there are two general obligation bonds being supported by voter-approved property tax levies, including the Libraries General Obligation Bond and the Parks/Land Preservation General Obligation Bond.

2. Revenue Bonds

Revenue bonds are supported through revenue sources other than property taxes, such as user fees. Revenue bonds fund projects for Aviation, Port Everglades, Water/Wastewater, Courthouse, and Civic Arena facilities. Table CI-2 lists the outstanding revenue bonds.

Table CI-2 - Outstanding Long-Term Revenue Bonds, Broward County

| Bonds | Revenue Source | Projects Financed |
|---|--|--|
| 2006 and 2016 Civic Arena Refunding Bonds | Professional Sports Franchise Tax, Professional Sports Franchise Sales Tax Rebate, Guaranteed Rent Payment from Arena Operator | Broward County Civic Arena |
| 2018 Refunding Revenue Note | Non-Ad Valorem Revenues (County is reimbursed by the Arena Operator) | Completion debt for the Broward County Civic Arena |
| 2019 Bond Anticipation Note | Non-Ad Valorem Revenues | Broward County Convention Center Expansion |
| 2012 Airport System Revenue and Refunding Bonds | Aviation Revenues | Aviation Facilities |
| 2013 Airport System Revenue Bonds | Aviation Revenues | Aviation Facilities |
| 2015 Airport System Revenue Bonds | Aviation Revenues | Aviation Facilities |
| 2017 Airport System Revenue Bonds | Aviation Revenues | Aviation Facilities |
| 2019 Airport System Revenue Bonds | Aviation Revenues | Aviation Facilities |
| 2011 Port Revenue Refunding Bonds | Port Revenues | Port Facilities |

| Bonds | Revenue Source | Projects Financed |
|--|-------------------------------|---------------------------------|
| 2019 Port Revenue Refunding Bonds | Port Revenues | Port Facilities |
| 2009 Water and Sewer Revenue Bonds | Water and Wastewater Revenues | Water and Wastewater Facilities |
| 2012 Water and Sewer Revenue and Refunding Bonds | Water and Wastewater Revenues | Water and Wastewater Facilities |
| 2015 Water and Sewer Revenue Refunding Bonds | Water and Wastewater Revenues | Water and Wastewater Facilities |
| 2019 Water and Sewer Revenue Refunding Bonds | Water and Wastewater Revenues | Water and Wastewater Facilities |
| 2010, 2017, and 2020 Courthouse Bonds | Non-Ad Valorem Revenues | Courthouse Facilities |

Source: Broward County Office of Management and Budget, 2020

F. User Fees and Charges

User fees and charges are utilized as both pledges for revenue bond issues and as a direct funding source for less costly capital projects and ongoing maintenance and replacement projects.

NEEDS ASSESSMENT

A. Capital Improvements Program

Broward County Administrative Code, Chapter 20, Part III provides for the Office of Management and Budget to prepare the annual capital program for approval by the Board. The Capital Improvements Program (CIP) includes proposed revenue sources and appropriations for the next five fiscal years. The first fiscal year is the annual capital budget. Updates address changes in priorities, resource availability, project costs, and additions for the fifth program year. Engineering and planning studies are utilized as needed to determine infrastructure needs.

1. Aviation

Broward County owns and maintains two airports, Fort Lauderdale-Hollywood International Airport (FLL) and North Perry Airport (HWO). FLL is the primary commercial airport that serves Broward County and is ranked 18th in total passenger traffic in the United States. Flight carriers and destinations change frequently, but Table CI-3 shows that 10 passenger airlines currently provide domestic service and 17 airlines provide international service. North Perry Airport is a secondary general aviation airport that serves an important role in relieving congestion at FLL. Major users at HWO include private and charter aircraft carriers, including flight schools, banner towing operators, and news/helicopter operators.

In accordance with federal requirements, the Broward County Aviation Department (BCAD) maintains and updates Master Plans and Airport Layout Plans (ALPs) for each airport. The Master Plans are based on Federal Aviation Administration Terminal Area Forecasts and address airport projects, including facilities, roads, garages, and utilities. The most recent master plan and ALP for FLL was approved in 2010. The most recent master plan and ALP for HWO was approved in 2009. Updates to both plans were initiated in 2016 and are expected to be completed in 2021. The updates will address continued growth as it relates to air service, general aviation, capacity of airspace, and terminal and landside systems.

| Table CI-3 – Commercial Airlines Serving Fort Lauderdale- | | | |
|--|---------------------|------------------------|-------------|
| Domestic Airlines | | International Airlines | |
| 1 | Alaska | 1 | AirCanada |
| 2 | Allegiant | 2 | Air Transat |
| 3 | American | 3 | Avianca |
| 4 | Delta | 4 | Azul |
| 5 | JetBlue | 5 | Bahamasair |
| 6 | Silver | 6 | Caribbean |
| 7 | Southwest | 7 | Copa |
| 8 | Sun County Airlines | 8 | Emirates |
| 9 | Spirit | 9 | IBC |
| 10 | United | 10 | JetBlue |
| | | 11 | Norwegian |
| | | 12 | Silver |
| | | 13 | Southwest |
| | | 14 | Spirit |
| | | 15 | Sunwing |
| | | 16 | Swoop |
| | | 17 | WestJet |
| Sources: http://www.broward.org/Airport/passengers/FLIGHTS/Pages/DomesticInternationalLocations.aspx http://www.broward.org/Airport/passengers/Flights/Pages/InternationalDestinations.aspx | | | |

Projects at both airports are funded largely through state and federal grants, airport user fees, and bonds supported with user fees. Various projects and airport-related issues are generally described in the Broward County Comprehensive Plan’s Transportation Element.

2. Beach Renourishment

Broward County's Beach Management Program replaces critically eroded beach sand, stabilizes beach structures, and utilizes inlet sand bypassing to restore beaches. Beach renourishment needs are determined through engineering studies that identify cost, material, permitting, planning, construction, and post-project monitoring requirements. The study recommendations are incorporated into the CIP, with funding from tourist taxes, and federal, state and municipal funds.

3. Transit

The Transportation Element addresses standards for public transit services. Transit capital needs are currently funded with Federal Grants, Transportation Concurrency Fees, and Transportation Surtax Funding. Broward County Transit (BCT) plans transit services through the Transit Development Plan (TDP) and the Comprehensive Operational Analysis (COA). The TDP is a ten-year strategic plan of BCT's projected capital and operating needs, regardless of funding availability. The Florida Department of Transportation (FDOT) requires annual plan updates. The COA and the TDP are prepared within the framework of the Commission goals to "support the development, design and construction of sustainable, multi-modal transportation facilities throughout the County, to meet the demands of residents, travelers, and businesses." The Board approved the most recent update of the TDP on October 22, 2019.

The COA utilizes a near-term and short-term transit planning methodology that was last applied by BCT in 2010. The COA provides a detailed appraisal of existing services using intensive on-board and origin-destination surveys of every existing transit route and/or BCT-managed service layer. Based on the COA data, as well as intensive public involvement, service efficiencies and improvements are implemented, such as route changes or increased headways. The next application of the COA near-term and short-term planning methodology was originally anticipated in FY 2020/2021, but due to the impacts of the COVID-19 pandemic, the COA will be delayed until at least FY 2022. The COA will have a needs assessment will be used to design and refine, and in some instances re-define BCT Transit service delivery and operations utilizing new 30-year Transportation Surtax Funding approved by referendum in November 2018.

BCT will pursue planning studies related to the construction and service delivery for Bus Rapid Transit (BRT) and Rail implementation. In addition, various assessments will be completed for a new Downtown Intermodal Center, a third Operations and Maintenance Facility, and the rehabilitation of the Copans Road Operations and Maintenance Facility.

4. Waste and Wastewater

Water and Wastewater Services conduct planning on a 10-year cycle to identify system improvements necessary to accommodate future growth and to address regulatory changes. Comprehensive planning efforts were first initiated in 1988 with the “Water and Wastewater Master Plan”, which was revised in 2004. The Plan addressed the need for facility improvements based upon anticipated build-out conditions in each of the water and wastewater service areas over a 20-year planning horizon.

The Alternative Water Supply and the Effluent Disposal and Reclaimed Water Master Plans were completed in 2010. The plans identify treatment plant improvements and/or expansions needed to accommodate the projected population and new regulatory requirements. The Retail Facilities Master Plan was completed in 2016 to analyze retail distribution and collection network improvements through the year 2040. An update of this plan is scheduled to begin in late 2021 or early 2022. A Regional Transmission System Master Plan effort began in 2019 and is scheduled to be completed in early 2021. This plan will identify future projects that will increase operational redundancy and also identify areas of high risk in the current system.

The Broward County CIP incorporates the various master plan recommendations. Projects are funded through water and wastewater revenue bonds and pay-as-you-go funding supported with user fees.

5. Parks and Recreation

In 2000, voters approved a \$400 million bond to preserve undeveloped land and enhance the County’s park system. Two hundred million dollars were allocated to acquire green space, open space, and conservation land. The remaining two hundred million dollars were allocated to upgrade and improve the existing County Park System, provide for municipal park challenge grants, and Swim Central grants. The bond program is in the final stages and all funds have been appropriated.

Furthermore, the Parks and Recreation department is currently developing the Parks and Recreation System Master Plan (PRSMP) which is intended to be a planning tool that addresses, among other things: future needs, level of service to be provided, and the establishment of standards for parks and amenities. In addition, the PRSMP will provide recommendations for a systematic and prioritized approach to implementations, modifications, or additions to park and recreation facilities, amenities, programs, and services.

6. Port Everglades

Port Everglades maintains a five-year Master Plan and ten and twenty-year Vision Plans to guide cost feasible capital development. The Port Everglades Master and Vision Plans are

updated every two or three years in order to keep current with global marketplace trends and maximize efficiency. Port Everglades plans to expand its facilities to accommodate projected cargo and cruise volume increases. The 2018 Port Master/Vision Plan identifies the need to expand passenger and cargo berthing capacity. This included new berths, taller cranes. The Coastal Management Element's Deepwater Port Component describes the various Port Everglades projects. A majority of the projects at Port Everglades are funded with user fees, grants and bonds supported with user fees.

7. Transportation

- a. Broward Metropolitan Planning Organization. New transportation projects are identified in the Broward Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan (LRTP), which is adopted every five (5) years. Data from the LRTP is incorporated into the Comprehensive Plan's Transportation Element, as well as the Capital Improvement Element.
- b. Broward County. The CIP includes new transportation projects recommended by Broward County's Highway Construction Engineering, Highway Bridge Maintenance, and Traffic Engineering Divisions. A Transportation Construction Program Committee, comprised of staff from the Public Works Department and the Office of Management and Budget, evaluates and prioritizes projects using traffic and level of service data for inclusion into the five-year CIP. Transportation projects are funded through federal and state grants, municipal contributions, gas taxes, impact fees and developer contributions. Funds also are provided through a proportionate fair share agreement.

8. Other Projects

Projects without dedicated funding sources are included in the CIP through the Capital Improvements Needs Assessment process. The process varies slightly for each category of infrastructure, depending on the funding source and the existence of an approved master plan.

B. Fiscal Analysis of Existing Conditions

This section describes the fiscal implications of providing the public facilities and infrastructure required to meet the proposed levels of service for both existing and future developments. This section also discusses future needs and existing deficiencies related to the Capital Improvements Program, as well as expenditures required to comply with the goals, objectives, policies of the various Broward County Comprehensive Plan elements.

1. Broward County's Fiscal Condition

The general financial condition of the County was recovering from the recession that began in 2008, but has been impacted by COVID and our focus continues to be maintaining our aging infrastructure. The County tax roll has exceeded pre-recession

levels, although the increases have not been sufficient to offset the cumulative impacts of inflation and other cost increases. The non-voted property tax rate is slightly more than 50% of the statutory cap of 10 mills. The property tax capacity is expected to be sufficient to satisfy needs for the duration of the planning period. A historical view of non-voted ad valorem tax rates is displayed below in Table CI-4.

**Table CI-4 Countywide Ad Valorem Tax Rates
(Excluding Debt Service)**

| Fiscal Year | Rate |
|-------------|--------|
| 2008 | 4.8889 |
| 2009 | 4.8889 |
| 2010 | 4.8889 |
| 2011 | 5.1021 |
| 2012 | 5.1860 |
| 2013 | 5.2576 |
| 2014 | 5.4400 |
| 2015 | 5.4584 |
| 2016 | 5.4741 |
| 2017 | 5.4474 |
| 2018 | 5.4623 |
| 2019 | 5.4792 |
| 2020 | 5.4878 |
| 2021 | 5.4999 |

Source: Broward County Office of Management and Budget, 2020

2. Future Needs and Existing Deficiencies

The County continually maintains or replaces facilities and infrastructure while balancing needs to ensure funds are available to maintain the County's current levels of service. Oftentimes, one-time capital investments for new facilities require long term operation and maintenance costs. Consequently, the use of property tax funds is primarily limited to the maintenance of the County's existing facilities and infrastructure.

For major capital projects where pay-as-you-go is not feasible, it may be necessary to pursue financing options where debt service costs may be incurred. While sometimes necessary to finance important capital efforts, acquiring debt limits the availability of future funding for capital projects as resources must be allocated to pay off those debts according to a fixed schedule. Fee supported projects, on the other hand, follow a pay-

as-you-go approach as programs are prioritized and phased based on the availability of funds and the ability to adjust fees to pay for ongoing operations, maintenance, and debt service costs.

As evidenced by the COVID-19 pandemic, no revenue source or financial situation is guaranteed to remain stable. For example, the pandemic dramatically impacted several revenue sources, such as tourist and gas taxes, negatively. These revenue sources are the primary source of funding for a number of capital programs. Additionally, many of the County's capital programs depend on sources of revenue from other governments including Beach Renourishment, Transit, Transportation, Aviation, and Port Everglades.

To this end, the Federal Government's assistance through the CARES Act has been valuable in Fiscal Year 2020 and Fiscal Year 2021. In FY20 alone, \$340 million of CARES funding was appropriated to allow some direct relief for residents. Aviation's FY21 budget incorporates \$135 million of federal assistance through CARES to help mitigate revenue losses resulting from reduced air travel worldwide. Similarly, \$78 million of CARES funding is provided to Transit to offset operational costs in light of reduced demand for public transportation.

With these revenue challenges in mind, the County analyzed each program's five-year outlook to account for the pandemic's potential impact. Given the uncertainty surrounding the pandemic and its ongoing impact on industries vital to the economy and some of the County's capital programs, revenues will be monitored closely over the next few months and years to ensure fiscally responsible decisions and realistic project timelines reflect each programs schedule of projects. Below is a high-level overview of the content of the County's service area's capital programs.

- a. *Aviation.* The Capital Improvements Element Goal, Objectives and Policies include proposed aviation projects and projected revenues in Table CI-A. Aviation capital projects further the Commission's goal to support economic development and improve multi-modal mobility. Planned improvements accommodate future growth as indicated in the FAA Terminal Area Forecasts. Projects are funded with grants, airport fees and charges, and bonds supported with airport revenues.

Funded and programmed projects include:

1. Upgraded Airport Access Roadway System,
2. Automated People Mover Circulator,
3. New Federal Inspection Service (FIS) facility-Terminal 4, Checked Baggage Inspection System (CBIS)-Terminal 4,
4. Terminal Connector Bridges between Terminals 1, 2, and 3, Taxiway Construction, Terminal Gate Expansion,
5. RTR Relocation, Architectural services for the Airport's Master Plan,

6. Land acquisition,
 7. Remote Parking Lot expansion,
 8. Rental Car, Hibiscus, and Palm garages rehabilitation,
 9. Passenger Boarding Bridges replacement – 39 bridges,
 10. Radio equipment replacement to ensure effective communication with the county-wide P-25 800 MHz and local government MHz radios,
- b. *Beach Renourishment.* The Capital Improvements Element Goal, Objectives and Policies include proposed beach renourishment projects in Table CI-B. The Beach Management Program is an ongoing effort to mitigate the natural erosion of beaches. These mitigation efforts help protect beachfront property, plant and animal habitats, and the vitality of the tourism industry. Funds are provided by tourist taxes and federal, state, county, and municipal governments. Beach renourishment involves the following three major projects:
- Segment III Beach Project. The project proposes placing 980,000 cubic yards of truck delivered sand on the beaches of Dr. Von D. Mizell-Eula Johnson State Park, Dania Beach, Hollywood Beach, and Hallandale Beach. Design, engineering, and permitting is complete. The United States Army Corps of Engineers has scheduled a Flood Control and Coastal Emergency beach repair project to replace sand lost from Hurricane Irma in FY21 and FY22, to restore the full project template at 100% federal cost share. A dune is proposed as a betterment to the federal project. If the federal project is constructed, the next beach renourishment project to be constructed by the County will be deferred until necessary.
 - The Segment II Beach Project. This project includes protection of shorelines and reefs via the placement of sand and construction of a mitigation reef. The shoreline portion of this project, which included portions of shoreline along Fort Lauderdale, Lauderdale-by-the-Sea, and Pompano Beach, was completed in FY17. The artificial reef mitigation component is scheduled for completion in FY22. Post-construction monitoring is ongoing and includes physical beach surveys and biological monitoring. The United States Army Corps of Engineers has scheduled a Flood Control and Coastal Emergency beach repair project to replace sand lost from Hurricane Irma for Segment II in FY22 with a fill volume of 387, 800 cubic yards, at 100% federal cost.
 - Port Everglades Inlet Management Plan. This project involves the collection of 50,000 to 80,000 cubic yards of sand annually in an underwater sand trap and the mechanical transfer of the collected sand via dredging every two to four years to the beaches south of Port Everglades, including Dr. Von D. Mizell-Eula Johnson State Park, Dania Beach, Hollywood Beach, and Hallandale Beach. Permitting is complete and procurement for project construction is underway. Construction is

anticipated to be completed in FY22. After initial construction, the first sand bypass nourishment event is anticipated to occur between FY24 and FY26.

- c. *Transit.* The Capital Improvements Element Goal, Objectives and Policies include proposed transit projects in Tables CI-C. Transit projects include funds from the Federal Transit Administration, Broward County's Transportation Concurrency Fund, and the Transportation Surtax Fund.

Transit funded programs address bus and vehicle acquisition, the replacement and maintenance of existing equipment, infrastructure improvement and maintenance, security improvements, and information technology projects.

- d. *Broward Municipal Services District.* The Capital Improvements Element Goal, Objectives and Policies include proposed *Broward Municipal Services District* projects and projected revenues in Table CI-D. Projects include a Delevoe maintenance building, Delevoe Restroom improvements, Delevoe and Roosevelt Gardens playground replacement, Parks security and facilities improvements, Fire Station 23 generator replacement, Fire Station 14 Improvements, funding for BMSD Safe Streets Study, and community enhancements.
- e. *Waste and Recycling.* The Capital Improvements Element Goal, Objectives, and Policies include proposed waste and recycling projects in Table CI-E. There are not any projects proposed in the current five-year schedule.
- f. *Water and Wastewater.* The Capital Improvements Element Goal, Objectives and Policies include proposed water and wastewater projects and projected revenues in Table CI-F. Water and Wastewater Services implements the Broward Municipal Services District Neighborhood Improvement Projects and water and wastewater capital programs. Utility Analysis Zone (UAZ) projects, which focus on water and wastewater improvements, are currently being constructed. Additionally, septic tank elimination projects are underway in order to remove all septic tanks within the Broward County service areas. The Water and Wastewater Services capital improvements program funds the rehabilitation of existing water and sewer systems, including improvements to water and wastewater treatment plants, pump stations, and transmission lines. Projects are primarily funded with utility user fees and bonds to be repaid from user fees.
- g. *Recreation and Open Space.* The Capital Improvements Element Goals, Objectives and Policies document includes proposed Parks and Recreation projects and projected revenues in Table CI-G. The five-year CIP continues to direct funds toward ongoing maintenance projects including, but not limited to, playground replacement, pool repairs, mountain bike trail improvements, air conditioning repairs, and restroom

repair/renovations. In addition, building renovations are planned for Plantation Heritage Park, CB Smith Park, West Lake Anne Kolb Park, Everglades Holiday Park, Parks Administration Building, Deerfield Island, and Central Broward Regional Park. These projects are primarily funded through a combination of ad valorem tax, user fees, and impact fees.

- h. *Port Everglades.* The Capital Improvements Element Goals, Objectives and Policies document includes proposed Port Everglades projects and projected revenues in Table CI-H. The Port Everglades CIP focuses on enhancing economic opportunity in accordance with Commission goals and the 2018 Port Everglades Master/Vision Plan, including improvements to Midport, Northport, and Southport. The Port Everglades CIP is funded with prior year fund balances, grants, bonds, private investments, and Port fees and charges. Key components in the five-year program are Midport improvements, Northport improvements, Southport Improvements, Bulkhead Replacement/Improvements, and Port wide projects.

Bulkhead Replacement/Improvements include \$37 million for berth reconfiguration. Midport improvements include \$30 million for Cruise Terminal 21, \$16.2 million for Cruise Terminal 29, \$9.5 million for Ro-Ro Yard Relocation/Expansion, and \$7.6 million for Tracor Basin Fill. Northport improvements include \$25 million for new bulkheads, \$9.7 million for New Public Works Facility Building, and \$3.7 million for Breakbulk Yards. Southport improvements include \$41.4 million for Super Post Panamax Cranes for Southport Turning Notch, and \$2.4 million for Griffin Road Extension/NE 7th Avenue Improvements. The Southport Turning Notch project allows up to five new berths that accommodate larger cargo ships, thereby significantly increasing cargo capacity. It is estimated that economic activity related to the Port will increase by \$10.7 billion annually due to the Southport Turning Notch project. The creation of 3,045 construction jobs in the short term and 5,529 regional jobs (direct, induced, and indirect) by 2031 is expected.

Port wide projects include \$46 million for I-595 Flyover, \$15.3 million for Army Corps of Engineers Deepening and Widening, \$13.4 million for crane improvements, and \$12 million for Entrance Channel North Wall. Other Port capital improvements include \$52.4 million for various projects, such as architectural and engineering services, general infrastructure facilities, security improvements, replacement equipment, information technology systems, and art in public places.

- i. *Transportation.* Transportation projects are funded by Broward County, as well as the federal government through the Broward Metropolitan Planning Organization. The Capital Improvements Element Goals, Objectives and Policies document includes proposed Broward County transportation projects and projected revenues in Tables CI-

I. It also includes proposed Metropolitan Planning Organization Projects in Tables CI-L, CI-M, and CI-N

- Broward County. The Broward County CIP provides funds for road projects, maintenance and improvement projects, and traffic engineering projects, including projects managed by other government agencies. Funds originate from the various gas taxes, grants, impact fees, developer contributions, and prior year fund balances.

The roadway network is largely complete; however, expansion or improvement projects are funded when existing or projected traffic exceeds the adopted level-of-service standard, to relieve an overcrowded segment, or to provide a link in the regional road network. Project examples include improvements designed to control traffic flow and reduce congestion, such as installation of fiber optic cable, network equipment, traffic controllers and cabinets, video cameras, and dynamic message signs. Funds continue to be provided pedestrian area safety improvements, such as installation of mast-arms, flashing devices, and restoration of aging markings and signage. In addition to County funds and impacts fees, projects are funded by developers. Typical developer-funded projects include intersection improvements, such as new and/or lengthened turn lanes, located within standard concurrency districts.

- Broward Metropolitan Planning Organization. The Broward Metropolitan Planning Organization's Transportation Improvement Program includes over \$5 billion of transportation projects in Broward County. It is authorized by the federal "Fixing America's Surface Transportation Act", enacted on December 4, 2015. It generally addresses:
 - Transit capital improvements and operating expenses, including transportation disadvantaged programs and services,
 - Roadway and bike/pedestrian improvements and maintenance,
 - Commuter rail improvements and operating expenses,
 - Airport and seaport improvements.
- j. *Housing and Community Development.* Funds for these projects are included in the operating budget. Table CI-J is being kept as a place holder, should capital funds be included in the future.
- k. *Public Schools and Hospitals.* The School Board of Broward County, Florida addresses capital funds for public schools in its 5-Year District Educational Facilities Plan (DEFP). The DEFP is included in the Public Schools Facilities Element (PSFE), Appendix K. Independent taxing districts fund both public schools and hospitals. Maps CI-A and CI-B, located in the Appendix, show the locations of public schools and hospitals.

- I. *Transportation Surtax*. The Capital Improvements Element Goals, Objectives and Policies document includes proposed Broward County transportation surtax projects and projected revenues in Tables CI-O. Transportation Surtax funded projects include a transfer to the Transit Operating Fund, new transit infrastructure, new light rail transit (LRT) and bus rapid transit (BRT) infrastructure, buses, and Public Works projects.

IMPLEMENTATION

The capital needs addressed by the CIE's Five-Year Schedule of Capital Improvements are documented in the various plan elements. The CIE Goal, Objectives, and Policies includes the Five-Year Schedule of Capital Improvements, including the following tables:

- CI-A: Aviation
- CI-B: Beach Renourishment
- CI-C: Transit
- CI-D: Broward Municipal Services District
- CI-E: Waste and Recycling
- CI-F: Water and Wastewater
- CI-G: Recreation and Open Space
- CI-H: Port Everglades
- CI-I: Transportation
- CI-J: Community Development
- CI-K: Broward County Proportionate Fair Share
- CI-L: Broward Metropolitan Planning Organization-Summary by Funding Category
- CI-M: Broward Metropolitan Planning Organization-Summary by Funding Source
- CI-N: Broward Metropolitan Planning Organization-Five-Year Capital Improvements.
- CI-O: Transportation Surtax

The five-year schedule includes projects and revenues required to ensure infrastructure meets level of service standards and satisfies existing deficiencies. Pursuant to Chapter 163.3177(3)(b), Florida Statutes, Tables CI-A through CI-O are reviewed, revised and updated annually. Policy CI 5.5 provides for the School Board of Broward County, Florida's Five-Year District Educational Facilities Work Plan by reference to be annually adopted into the Five-Year Schedule of Capital Improvement by reference.

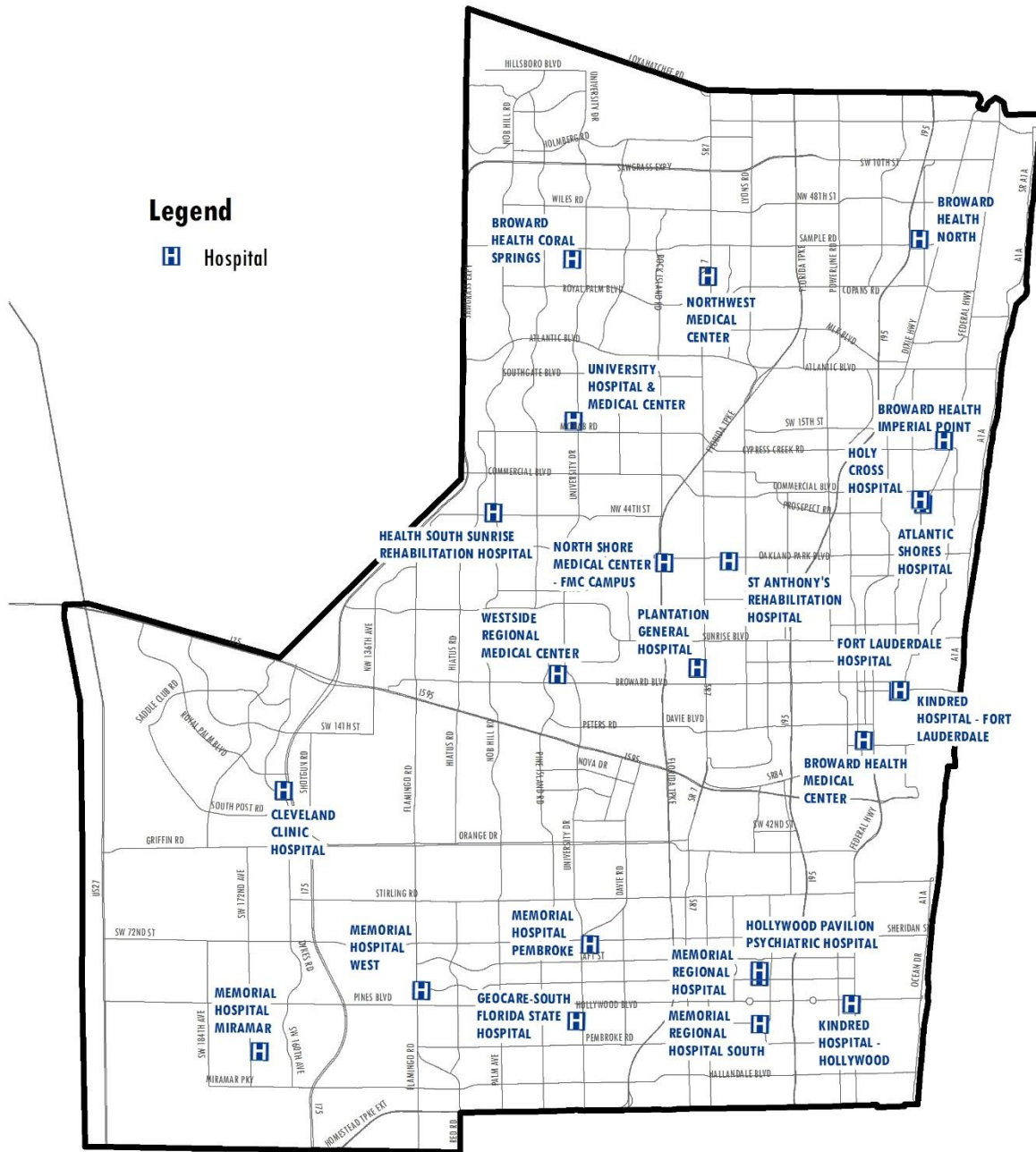
APPENDIX

HEALTH CARE FACILITIES - 2017-18

MAP CI-1

Legend

 Hospital



DATA SOURCE: BROWARD COUNTY EMERGENCY OPERATIONS CENTER GIS
This map is for conceptual purposes only and is not intended for legal boundary determinations.



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Prepared By:
Planning and Development Management Division/GIS
Environmental Protection & Growth Management Department

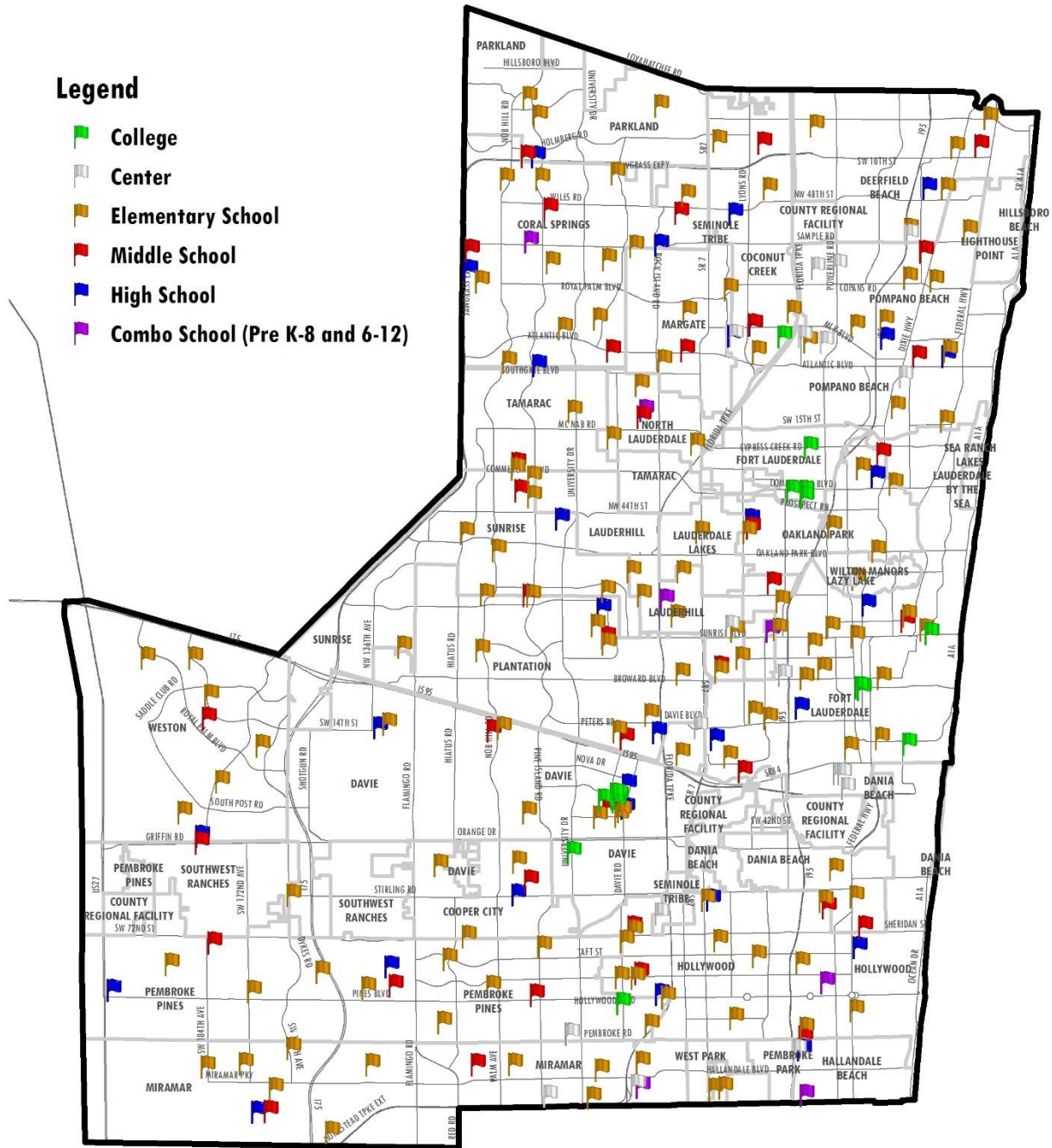
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MAJOR PUBLIC EDUCATION FACILITIES - 2017-18

MAP CI-2

Legend

-  College
-  Center
-  Elementary School
-  Middle School
-  High School
-  Combo School (Pre K-8 and 6-12)



SOURCE: BROWARD COUNTY PUBLIC SCHOOLS GIS
This map is for conceptual purposes only and is not intended for legal boundary determinations.



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