



Memorandum

Memorandum No. 25-091

TO: Honorable Mayor and Members of the Fort Lauderdale City Commission

FROM: Rickelle Williams, City Manager *RW*

DATE: June 16, 2025

SUBJECT: Broward County Transportation Surtax Update - Amended and Restated Transportation System Surtax Interlocal Agreement Status

The purpose of this memorandum is to provide an update on the Amended and Restated Transportation System Surtax Interlocal Agreement (2025 ILA), also referred to as the Third Amendment. The most recent update was provided via City Commission Memorandum No. 25-052 (Attachment 1) on May 2, 2025.

On June 10, 2025, the Board of County Commissioners approved the 2025 ILA (Attachment 2). To become effective, the elected bodies of municipalities comprising at least 50% of the County's total population must approve the 2025 ILA along with the County. The City's execution of the 2025 ILA will allow the City to participate in receiving future surtax funding allocations.

Broward County staff are scheduled to provide an overview of the 2025 ILA as part of the June 30, 2025, City Commission Conference Meeting (CAM #25-0540). Subsequently, City staff recommends the City Commission approve the 2025 ILA at the June 30, 2025, City Commission Regular Meeting (CAM #25-0675).

For further information, please contact Milos Majstorovic, Acting Director of Transportation and Mobility, at 954-828-5216 or mmajstorovic@fortlauderdale.gov

Attachments:

1. City Commission Memorandum No. 25-052
2. 2025 ILA (as approved by Broward County)

c: D'Wayne M. Spence, Acting City Attorney
David R. Soloman, City Clerk
Patrick Reilly, City Auditor
City Manager's Office
Department Directors



Memorandum

Memorandum No: 25-052

TO: Honorable Mayor and Members of the Fort Lauderdale City Commission

FROM: Rickelle Williams, City Manager *RW*

DATE: May 2, 2025

SUBJECT: Proposed Third Amendment to the Transportation Surtax Agreement Update

In November 2018, Broward County voters approved a referendum to levy a one cent sales tax for transportation improvements (Surtax). The participating municipalities entered into a countywide Interlocal Agreement (ILA) which has been amended twice (July 9, 2019, and January 21, 2021).

The First Amendment focused on modifications to rehabilitation and maintenance projects (roads, sidewalks, bike paths, drainage, etc.). The Second Amendment included modifying the criteria for evaluating, ranking and recommending future funding in the five (5)-year plan and incorporated language related to the municipal minimum annual guaranteed requirement.

The Surtax funding is collected by Broward County and is distributed based on various improvement categories. One of the funding distribution categories is for "Municipal Capital Projects (MCP)". The MCP program provides an application period each year where municipalities can submit two (2) applications (projects) for Surtax funding consideration. The project applications are reviewed and ranked by the Broward Metropolitan Planning Organization, based on a scoring matrix that includes primary criteria (80% scoring weight) includes the ability of the project to alleviate congestion, enhance connectivity, and reduce accidents. The secondary criteria (20% scoring weight) which includes construction readiness, applicant performance, land use policy, leveraged funds and public support.

In 2021, the Broward County City Manager's Association (BCCMA) issued a letter to Broward County outlining collective concerns of the BCCMA membership related to the Surtax Program and MCP methodology. Subsequently, there have been more than a dozen meetings and workshops related to a potential Third Amendment, with the most recent meeting held on April 17, 2025. As a result of the most recent meeting, BCCMA provided a letter including the final comments on the proposed ILA Term Sheet (Attachment 1).

The proposed ILA Term Sheet includes a distribution formula for MCP Surtax funds to replace the existing application process. The proposed formula is based on the number of roadway centerline miles under each participating municipality's jurisdiction. The proposed formula is estimated to provide the City of Fort Lauderdale with between \$3.5M - \$4.0M in FY26. The future annual allocation amount may change over time depending on the number of roadway centerline miles, and the amount of funding available in future years.

The proposed Third Amendment broadens access to Surtax funding to include micro-transit and establishes grant match programs allowing municipalities to seek surtax funding as a match to competitive funding programs. It also allows for certain decorative and functional art elements of Surtax-funded projects and allows for maintenance of assets built with Surtax funding.

On May 1, 2025, Broward County Commissioner Lamar Fisher presented the proposed Third Amendment to the Broward County League of Cities (Attachment 2). At the meeting, Commissioner Fisher highlighted the goal to secure municipal approvals by July of this year.

Currently, Broward County is reviewing the BCCMA communication and is expected to finalize the Third Amendment in May 2025. The Third Amendment requires approval by Broward County and by such municipalities that both (i) constitute a majority of the municipalities that are a party to the amendment, and (ii) cumulatively represent more than 50% of Broward County's total population.

Broward County staff are tentatively scheduled to present on the proposed Third Amendment at a June 2025 City Commission Conference Meeting.

For further information, please contact Milos Majstorovic, Acting Director of Transportation and Mobility, at 954-828-5216 or mmajstorovic@fortlauderdale.gov

Attachments:

1. April 21, 2025 Letter with ILA Term Sheet Responses
2. May 1, 2025 Broward County Presentation

c: D'Wayne M. Spence, Acting City Attorney
David R. Soloman, City Clerk
Patrick Reilly, City Auditor
City Manager's Office
Department Directors



April 21, 2025

Ms. Monica Cepero
Administrator, Broward County Board of County Commissioners
115 S. Andrews Avenue, Room 409
Fort Lauderdale, Florida 33301

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Parkland

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Re: **BCCMA Final Comments on 3rd Amendment to County's Surtax Interlocal Agreement Term Sheet (1.17.25 rev)**

Dear Monica,

Thank you and your team for your ongoing collaboration with the Broward County City Managers' Association (BCCMA) as we work toward finalizing the necessary Third Amendment to the Surtax Interlocal Agreement (the "3rd ILA").

In response to Broward County's revised 3rd ILA Term Sheet (version 1.17.25 rev) (the "Term Sheet"), I have attached BCCMA's responses for your review and consideration. The feedback can be categorized into three key areas:

1. Suggested Cleanup and Clarifying Language: We have provided revisions for various sections in the Term Sheet to be consistent with language on the presentation slides shared during the February 27, 2025 Workshop with Municipal Surtax Program Partners.
2. Requests for Clarification: Comments are included (*in italics*) in certain sections or of the Term Sheet requesting points of clarification¹.
3. Proposed New Language: New language, including responses to specific questions directed to the BCCMA, is highlighted.

Regarding Community Shuttle (CS) funding, we acknowledge that the BCCMA previously recommended removing CS funding from the 3rd ILA during discussions with the Surtax Subcommittee. While we understand that the County has chosen not to adopt this recommendation, we will set this issue aside to move the process forward. However, we respectfully request that the 3rd ILA include language to maintain flexibility should the County decide to revisit this matter in future years.

Additionally, concerning the formula for funding distribution, the BCCMA recommends that the calculation be based solely on the percentage of centerline miles (as it relates to total local centerline miles in the County) of municipally owned public roadways, without any additional modifiers.

Subsequent to the responses provided herewith, the municipal administrators look forward to the first draft of the full 3rd ILA, which will allow them to begin their substantive review of an agreement document

¹ The MAP Administrator may simply contact the Surtax Committee Chair to resolve these clarifications.

April 21, 2025

Ms. Monica Cepero

Page 2 of 2

and collaborate with their respective municipal counsel on legal sufficiency before being submitted to the Broward County Board of County Commissioners for approval, as was committed to at the February 27, 2025 Workshop.

We greatly appreciate your continued leadership and commitment to addressing municipal concerns as this Surtax Program matures. We look forward to the next phase of collaboration as we work together to execute this amendment.

Sincerely,



Adam Reichbach
BCCMA President

Encl.

C: Surtax Subcommittee, BCCMA Members, MAP Administrator

ATTACHMENT 1

TERM SHEET (WITH BCCMA April 14, 2025 RESPONSES)

The following outlines the proposed terms and conditions upon which Broward County ("County") and municipalities participating in the Transportation Surtax Program (each a "Municipality" and collectively, the "Municipalities") will enter into a 2025 Amended and Restated Transportation System Surtax Interlocal Agreement ("Restated ILA"), replacing the 2021 Second Amendment to Transportations Surtax Interlocal Agreement ("Second Amendment"). County and Municipalities are sometimes referred to as a "Party" or collectively as the "Parties."

START DATE	Commences upon execution of the Restated ILA by County and such Municipalities that both constitute a majority of the Municipalities that are party to the Second Amendment, and cumulatively represent 50% of the County's total population.
AGREEMENT TEMPLATE	Restated ILA was based on standard language in the Second Amendment, with modification for the specific terms outlined in this Term Sheet.
DURATION	Restated ILA remains in effect until all Transportation Surtax Proceeds (as defined in the agreement) allocated by County to Eligible Municipal Projects (as defined in the agreement) have been expended by the Municipalities and thereafter until 90 days after the Oversight Board has completed its review of each Party's final audit.
DEFINITIONS	New and amended definitions have been added to the Restated ILA to revise terms such as "Minimum Annual Guarantee," "Municipal Capital Projects," "Municipal R&M Projects," "On-demand Transportation Services" (i.e., "Microtransit"), and "Road." <u>Project Contingency – a percentage amount of the project cost, the percentage shall be in accordance current standard FDOT and/or County contingency, that is applied to be added to achieve the grand total project cost.</u>
ELIGIBILITY	Modifications have been made to this section of the Restated ILA to address the requirement that Eligible Municipal Projects must have as a primary benefit the improvement of a public road or public right-of-way and stating that projects that are within gated

	<p>communities and/or involve non-public roads/rights-of-way are not eligible.</p> <p>Stand-alone sidewalks, bike paths, and greenways that are used for transportation (as compared to self-contained walking/bicycle paths, etc.) <u>are</u> eligible for surtax funding (subject to the other terms of the Restated ILA).</p> <p>Simplified language has been added to address eligibility of projects involving street lighting, sound walls, fiber-optic improvements, real-time transportation signage, landscaping, and safety assets.</p> <p>Parking projects are eligible and Municipalities will now be permitted to charge parking fees that are over the existing operating and maintenance (O&M) costs for the parking facility (this is currently prohibited under the Second Amendment) provided that the amounts generated over the existing O&M are used by Municipalities for transportation improvements that would have otherwise constituted an Eligible Municipal Project (e.g., road or sidewalk improvements/repairs, etc.).</p> <p>Prohibition against utilizing Transportation Surtax funding for decorative elements/functional public art is removed. Municipalities may receive funding for elements of an otherwise eligible project for decorative elements/functional public art up to the amount that would have been paid for standard elements, provided the engineer of record confirms that the decorative element/functional public art will have an equal or greater useful life as the standard element.</p> <p>If the Board of County Commissioners modifies Section 31 ½-75 to remove the current prohibition, Municipalities will no longer be prohibited from utilizing Transportation Surtax funds for rehabilitation, maintenance, or operation of projects that were paid for, in whole or in part, with Transportation Surtax funds.</p>
<p>MINIMUM ANNUAL GUARANTEE</p>	<p>Minimum Annual Guarantee from County to participating Municipalities remains at 10% of Transportation Surtax Proceeds received each fiscal year (calculated annually). The Minimum Annual Guarantee is inclusive of Community Shuttle, Municipal Capital Projects, Municipal R&M Projects, and Microtransit. <u>The County Administrator shall have the authority if it is determined or resolved in the future to remove Community Shuttle funding and not include it in the MAG. If CS Shuttle funding is removed from the MAG, the flow of funding priorities shall follow established below in</u></p>

	<p><u>this 3rd Amendment adjusted from removal of CS funding.</u></p>
TERMINATION OF CYCLE 1 PROJECTS	<ul style="list-style-type: none">• Remaining Cycle 1 Projects not under Surtax Funding Agreements may be terminated by MAP Administration within 90 days after the Restated ILA Effective Date.• If Municipality disagrees with termination, it may seek review by the Oversight Board for a one-time additional 90-day extension, whose decision is final. <u>(Question/Clarification: Is the OB the final arbitrator or is this technically the Board of Broward County Commissioners?)</u>• Additionally, Cycle 1 Projects that a Municipality has already completed with non-Transportation Surtax funds are subject to immediate termination after the Restated ILA Effective Date.• Funding encumbered/allocated for Cycle 1 Projects that are terminated will be reallocated to other Municipalities' Eligible Municipal Projects (either through an increase in formula-based funding in the current fiscal year, rolled forward for use in the next fiscal year, or allocated to the Grant Match Program, in such amount as determined by the County Administrator).

ANNUAL FUNDING OF
ELIGIBLE MUNICIPAL
PROJECTS (ALL
FUNDING IS SUBJECT
TO AVAILABILITY OF
TRANSPORTATION
SURTAX FUNDING)

- Priority 1 - Community Shuttle (FY 2025-2048): funded by the County for existing and expansion using the maximum contract amounts in the separate Community Shuttle ILAs between the Municipalities and the County. If Community Shuttle funding is removed from the MAG, the priorities shall shift accordingly in the same order minus Community Shuttle. i.e. Priority 2a will move to Priority 1 and so on.
- Priority 2(a) - Municipal Capital Projects (FY 2025-29): Municipal Capital Projects in the existing 5-year plan will continue per the Second Amendment. This item will no longer exist after 2033.
- Priority 2(b) - Municipal Capital Projects (FY 2030-2033): "tails" of existing approved Municipal Capital Projects (i.e., new phases through construction) will be funded through construction. Through the end of the Surtax levy, other than these "tails," capital projects will only be funded as part of the Grant Match Program as described below. Municipal Capital Project "tails" will have 2(a) priority until all "tails" have been programmed and funded, offering flexibility for budgeting and a higher level of consistency in the levels of funds available for R&M/Microtransit. This item will no longer exist after FY 2033.
- ~~Priority 3 through Fiscal Year 2033, thereafter Priority 2 – Annual Municipal R&M Projects and Microtransit (FY 2025-2048): 60% of the annual amount allocated by County to Municipalities that remains after allocation of funding for Community Shuttle will be divided between the Municipalities on a formula-based system for use on R&M Projects or for Microtransit.~~
FY 2025-2033, thereafter Priority 2: Annual Municipal R&M Projects and Micro-transit: amount that remains after allocation of funding for Community Shuttle and MCPs will be divided between the Municipalities on a formula-based system for use on R&M Projects and/or for Micro-transit.
FY 2034-2048, 60% of the annual amount that remains after allocation of funding for Community Shuttle will be divided between the Municipalities on a formula-based system for use on R&M Projects and/or for Micro-transit.
No CBE requirements shall apply for Mirco-Transit.
- ~~Priority 4 – FY 2025-2033, thereafter Priority 3: Each fiscal year, the County will assess surtax revenues available to be placed into Grant Match Program. FY 2034-2048, 40% of the annual amount allocated by County to Municipalities that remains after funding of Community Shuttle and R&M Projects/Micro-transit will be placed into Grant Match Program~~

	<p><u>AND FOR MCPs. Municipalities may seek Transportation Surtax Funding to act as local match for competitive grants and/or state/federal appropriations for new Municipal Capital Projects (not currently funded by surtax)</u></p> <ul style="list-style-type: none"> • Priority 3 from 2033 through the end of the Surtax levy (Fiscal Year 2048): Each fiscal year, 40% of the annual amount allocated by County to Municipalities that remains after funding of Community Shuttle and Municipal R&M Projects/Microtransit will be placed into the Grant Match Program. Six months into the Fiscal Year, MAP Administration will determine which encumbered funds may be released based on results of grant awards and/or review of potential appropriations. The released funds will then be made available for a competitive review by the BCCMA and award to Municipalities towards new Municipal Capital Projects. <u>If unencumbered funds are available there shall be an option to roll over funding for the following year, if recommended by the BCCMA.</u> • Priority 4 through Fiscal Year 2033, thereafter Priority 3 Grant Match Program: In FY 2025 and in subsequent Fiscal Years as County deems appropriate, provided funding to a Grant Match Program where Municipalities may seek Transportation Surtax Funding to leverage as local funds for competitive grants and/or state/federal appropriations for Municipal Capital Projects.
<p><u>Community Shuttle Funding</u></p>	<ul style="list-style-type: none"> • <u>Annually, the balance of unused funds, that is the difference between the Community Shuttle budgeted amount and the actual expenses, shall be rolled over or become available towards Municipalities' Eligible Municipal Projects in the same fiscal year or following fiscal years.</u>

<p>MUNICIPAL R&M PROJECTS/ON-DEMAND TRANSPORTATION SERVICES (FY 2025-2048)</p>	<ul style="list-style-type: none">• Annual funding for Municipalities to use for Eligible Municipal Projects related to road rehabilitation and maintenance and/or On-demand Transportation Services.• Formula distribution amongst Municipalities is based on centerline miles with no modifiers, with adjustments made based on Transportation Surtax funding received to date plus each Municipality's median household income (based on annual reporting from the American Community Survey or other similar organization as identified by MAP Administration). Possible formula funding model for FY 2025 is attached as Exhibit A.• Municipality must notify MAP Administration of the description of any Municipal R&M Project it wants to perform, anticipated start and completion date, then request a review of the project scope to obtain a CBE goal from OESBD, as well as provide any other information requested by MAP Administration.• MAP Administration or a third-party contractor retained by the County will review the proposed project to ensure that it does not conflict with a County or other Municipality's project and determine whether the project could benefit from collaboration with another Municipality's proposed or existing project. If the proposed project conflicts with another project or will increase congestion or create other negative impacts, MAP Administration will notify the Municipality, and the Municipality may submit a replacement project or delay commencement of the project until the issue no longer exists.• After receiving MAP Administration approval, the Municipality and County will enter into a Surtax Funding Agreement.• If a Municipality wishes to delay commencement of a Municipal R&M Project to collect multiple annual allocations, it may defer the County's payment for a Municipal R&M Project for up to 3 fiscal years with advance written notice to MAP Administration. Upon request of a Municipalities for a longer deferral, the County Administrator is authorized to allow a Municipality to defer a Municipal R&M Project for more than 3 years but no more than 5 years. Deferred funding will be considered as having been "spent" for purposes of calculating the Minimum Annual Guarantee. <i><u>(Comment: Is the MAG not always 10% of Surtax Proceeds?)</u></i>• A Municipality may use all or a portion of its annual allocation towards Microtransit. It is the intent of the County and each Municipality that receives funding and elects to use it for Microtransit that such service is not part of the County's transit or transportation system and is instead an independent operation overseen by the Municipality. If a municipality has no community shuttle program and less than 1% of the total
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	<p>municipal centerline miles, it can formally request to forego participation in any other surtax-funded programs and instead opt to receive only R&M/Microtransit allocations. If a Municipality elects to opt out of participation in funding for Municipal Capital Projects, it will receive an enhanced annual R&M/Microtransit annual allocation. <u>The enhanced annual allocation for such Municipalities shall be 100% of formula in lieu of 60% to R&M Projects and/or for Micro-transit.</u></p> <ul style="list-style-type: none">• Municipalities with existing Community Shuttle Programs may not terminate or reduce their services to add microtransit except with the prior written consent of the BCT Department Director and County Administrator, and such termination or reduction shall not be effective until any vehicles purchased by County or reimbursed to the Municipality have exceeded the minimum useful life expectancy under FTA regulations and guidelines.• Each Municipality using Transportation Surtax funding for microtransit represents and warrants that their providers' vehicles and drivers fully comply with Applicable Law (including ADA requirements, FTA drug and alcohol testing requirement for transit operators, Florida law regarding low-speed vehicles, etc.) and that the Municipalities will fully comply with all Applicable Law relating to the operation of a transit service.• Each Municipality must ensure that its Microtransit operators maintain comprehensive automobile business liability insurance coverage (owned, hired, non-owned, scheduled) in an amount of at least \$1 million per occurrence for bodily injury and property damage, naming both Municipality and County as additional insureds.• Municipalities must provide County with the name of each microtransit operator it contracts with, a copy of the certificate of insurance, and other information on the contract it has entered for audit purposes, annually.• Municipalities using Transportation Surtax for Microtransit are solely responsible for administering contracts with the companies performing such service and must fully indemnify County for claims relating to Microtransit.
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<p>MUNICIPAL CAPITAL PROJECT "TAILS" (FY 2030-33)</p>	<ul style="list-style-type: none">• Municipal Capital Projects that were approved for Planning or Design Phases prior to execution of the Restated ILA but have not been allocated funding for the next phase of the project in an existing Five-Year Plan, will be prioritized for funding in FY 2030-<u>2033</u>.• For Cycle 6 (projects to be funded for FY 2030), the Broward MPO will provide Surtax Services to review, evaluate, and recommend the timing of programming for current Municipal Capital Project "tails" and will not accept new applications.• Projects that are already under a Surtax Funding Agreement remain subject to the terms of their existing Surtax Funding Agreement.• Projects that are not under a Surtax Funding Agreement will be subject to the terms of the new Surtax Funding Agreement developed under the Restated ILA.
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<p>GRANT MATCH PROGRAM (FY 2025-2034)</p>	<ul style="list-style-type: none">• County may allocate a portion of the annual amount of Transportation Surtax Funding allocated for the Municipalities towards a Grant Match Program ("GMP").• The County will, on an annual basis, advise the Municipalities of the maximum amount available from the Grant Match Program per application.• Each Municipality seeking funding from the GMP must submit an application to MAP Administration providing details of the proposed project, including details on the federal/state appropriation or competitive grant program from which it is seeking funding or has already received funding.• MAP Administration will review each application to ensure that it does not conflict with County, FOOT, MPO, and other municipal projects that may be seeking a similar appropriation or grant.• GMP funding will generally be available on a first-come/first-served basis, subject to review and consideration given for those projects that are likely to result in a maximum leveraging <u><i>(Comment: This would infer that the leverage amounts of applications would be compared to each other which alters the concept of first-come/first served basis would mentioned above)</i></u> of GMP funds towards state and/or federal funding as well as alignment of the project with the goals of the surtax program and the County Commission's strategic plan, as well as the amount of Transportation Surtax funding previously received by the requesting Municipality.• Each Municipality may only be eligible to receive funding from the GMP 1 time each Fiscal Year.• Approved municipal GMP requests must comply with the following:<ul style="list-style-type: none">o Municipality receiving funding through the program must contribute at least 25% of the local match from non-Transportation Surtax funding (e.g., municipal general fund, etc.).o Multiple Municipalities may submit a joint application for a collaborative project but must identify a single Municipality to serve as the lead fiscal agent for the grant initiative (all Municipalities submitting a collaborative application must be parties to the Restated ILA and collectively must contribute an amount of non-
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	<p>Transportation Surtax funding that is at least 25% of equal to the requested GMP dollars requested).</p> <ul style="list-style-type: none"> • The municipal contributions towards a GMP funding request may be waived or reduced upon written request to and approval by the County Administrator, to be based on a combination of factors, including but not limited to: (i) the grant program requirements, (ii) the municipality's proportion of total County population, (iii) property tax revenues generated, (iv) sales tax revenues generated, (v) median household income in the last year in which validated demographic data, and (vi) MAP Administration's review of the most recent independent comprehensive financial audit available for the requesting municipality. • GMP funds will be encumbered by the County upon approval of the GMP application and confirmation that the municipality(ies) has submitted the grant application to the funder. • If an appropriation/grant is received, the Municipality will enter into a Surtax Funding Agreement with County, which will be subject to any additional terms in the grant/appropriation.
<p>GRANT MATCH PROGRAM/NEW MUNICIPAL CAPITAL PROJECTS (FY 2034-2048)</p>	<ul style="list-style-type: none"> • Grant Match Program operates in similar fashion as it did for FY 2025-20343, but in March of each year, MAP Administration will review and assess the award statuses for all approved applications and may cancel the application if grant/appropriation has been awarded to another applicant, the Municipality's project was selected but the award level is insufficient to allow it to move forward without additional (and unavailable) local funds from the Municipality, or the grant program ends without providing any notice of awards. • Any funds that become unencumbered as a result of the cancellation will be made available to Municipalities for new Municipal Capital Projects or GMP. • Municipalities will have no less than 45 days {BCCMA to suggest the timeframe} to submit applications for funding for their new Municipal Capital Projects. After review by MAP Administration, Eligible Municipal Projects will be submitted to the BCCMA for evaluation, ranking, and recommendation. • Recommended projects will then be brought to the Oversight Board for review. • Any recommended projects will then be placed under Surtax Funding Agreement in a similar manner to what is done under the Second Amendment (with the new Surtax Funding Agreement).
<p>GENERAL PROVISIONS REGARDING FUNDING</p>	<ul style="list-style-type: none"> • After all Municipalities enter into applicable agreements with County in a Fiscal Year, any unallocated funding for that Fiscal

<p>AND PROJECT CANCELLATION</p>	<p>Year may then be (i) allocated by the County for Municipal Project Contingency on already-approved Municipal Capital Projects, (ii) rolled into the next Fiscal Year and increase funding to the Municipalities, (iii) used to increase formula-based funding in the current Fiscal Year, and/or (iv) allocated to the Grant Match Program.</p> <ul style="list-style-type: none">• If Transportation Surtax Proceeds actually received during a Fiscal Year are less than the estimate provided to the Municipalities by the County, the County Administrator may, in her discretion, reduce formula-based funding in the next Fiscal Year up to the differential, delay funding for Municipal Capital Project "tails" until a future Fiscal Year, or a combination of both.• Budgeted and appropriated funds for a Municipal Capital Project placed under a Surtax Funding Agreement during the effective period of the Second Amendment may be reallocated to another phase of the project (e.g., design to construction, etc.), provided that the overall surtax funding for the project will not change and subject to approval for the adjustment by MAP Administration after review and evaluation of the request.• <u>Formula-based funding in each Fiscal Year may be fully advanced to each Municipality after their R&M project(s) are approved (e.g., reviewed for eligibility, conflicts, been assigned a CBE goal, etc.) unless requested by the Municipality to be reimbursement based. Formula-based funding intended to be used for Microtransit will require submission of the municipality's contract with a Microtransit provider prior to approval to enter into a Surtax Funding Agreement and may be advanced in full or reimbursement based, at the discretion of the requesting municipality.</u>• Municipal Capital Project funding under a Surtax Funding Agreement that is less than \$500,000.00 can either be advanced, in full, to Municipality after the project has been approved by County or paid out per a funding schedule in the Surtax Funding Agreement, as may be requested by the Municipality. Municipal Capital Project funding over this amount will continue to be funded on an agreed-upon funding schedule in the Surtax Funding Agreement. Any advanced funding is subject to repayment/set off from future funding allocations if funds are not utilized in accordance with the Surtax Funding Agreement. In addition, only design and construction phases will be eligible for MCP funding.• County may cancel projects under a Surtax Funding Agreement, deviate from rankings of projects previously recommended for funding, or accelerate or subordinate projects based on specific
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	limited circumstances (e.g., Municipality's failure to timely
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	<p>provide 100% complete design plans/construction documents; failure to acquire right-of-way; any material changes to a project that impacts its eligibility, breaches in a Surtax Funding Agreement by the Municipality, etc.).</p> <ul style="list-style-type: none"> • County may cancel a Municipal Capital Project if (a) it is not construction-ready for the Fiscal Year it was planned to commence; or (b) the Municipality has not entered into a Surtax Funding Agreement for the project within 180 days after <u>approval of funding is communicated formally in writing to the Municipality</u> This notification shall subsequent to —funding—funding is appropriated by the County Commission and all prior phases and County reviews and approvals for the project have been completed and communicated formally to the Municipality in writing. <u>Extensions of project timelines and project delievery shall be considered due to Broward County State of Emergencies.</u> • A municipality will receive notice of the County's intent to cancel a project, formally, in writing. <u>at least 60 days prior to effective date of cancellation. Municipalities shall have 30 days to respond to the formal intent to cancel.</u> If a project is canceled, the funding assigned to that project will become available to fund other Eligible Municipal Projects in that Fiscal Year or the next Fiscal year (whether in the formula-based funding model or additional funding to the Grant Match Program), or used to address any shortfall in Transportation Surtax Proceeds received and avoid reducing the Minimum Annual Guarantee in the next Fiscal Year. • If Municipality disagrees with the County's decision to cancel a project, it may seek review of that determination from the Oversight Board and request up to an additional 1-time 90-day extension to satisfy the conditions that were the basis for cancellation. Oversight Board decisions are final. <u>(Comment: Aren't OB only recommendations to BBCC?)</u> • Municipalities are free to resubmit canceled projects in future Fiscal Years for consideration.
<p>MISCELLANEOUS</p>	<p>Minor modifications have been made to boilerplate terms to update for current language in use by County.</p>

This Term Sheet is not intended as, and does not constitute, a binding agreement or an agreement to enter into a binding agreement but is merely intended to specify some of the proposed terms and conditions of the transaction contemplated herein. Neither a Municipality nor the County may claim any legal rights by reason of this Term Sheet or by taking any action in reliance thereon. Each party fully understands that no party shall have any legal obligations to the other, or with respect to the proposed transaction,

unless and until all of the terms and conditions of the proposed transaction have been negotiated, agreed to by all required parties, and set forth in a written agreement that is approved, duly authorized, signed, and delivered by the required number of parties as provided for in the Second

Amendment. The only legal obligations that any party will be those contained in the signed and delivered agreement referred to above.

CERTAIN PROPOSALS CONTAINED IN THIS TERM SHEET ARE CURRENTLY NOT PERMITTED UNDER APPLICABLE COUNTY ORDINANCE. SUCH PROVISIONS WILL NOT BE INCLUDED IN A FINAL AGREEMENT UNLESS THE BOARD OF COUNTY COMMISSIONERS AMENDS THE APPLICABLE ORDINANCE.

Proposed 3rd Amendment to the Transportation System Surtax ILA

**Workshop with Broward League of Cities
Commissioner Lamar Fisher, District 4
*May 1, 2025***



Overview of Objectives

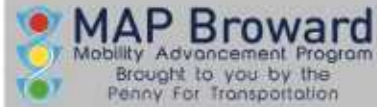
Objectives:

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

Updated Eligible Projects

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

Minimum Annual Guarantee Remains 10%



- The Minimum Annual Guarantee (MAG) is inclusive of Community Shuttle, Municipal Capital Projects, Municipal R&M Projects, **and Micro-transit**
- MAG will be subject to annual “true-up”
After the end of each fiscal year, if surtax revenues actually received by the County are more than projected, additional funding may be:
 - (1) allocated by the County for Municipal Project Contingency on already-approved Municipal Capital Projects
 - (2) rolled into the next Fiscal Year to increase formula-based or other funding to Participating Municipalities
 - (3) used to increase formula-based funding in the current Fiscal Year, and/or
 - (4) allocated to the Grant Match Program

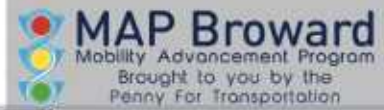
If Transportation Surtax Proceeds actually received during a Fiscal Year are less than the estimate provided to the Municipalities by the County, the County Administrator may

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

3rd Amendment Municipal Surtax Priority Timeline



Proposed Formula Distribution



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

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

Proposed Formula Distribution Options (cont.)

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

Micro-transit and R&M Projects

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

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

Municipal **Rehabilitation & Maintenance** projects:

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

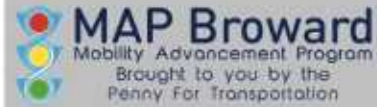
MCP “tails”

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

Grant Match Program

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

Grant Match Program (FY 2025-2033)



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

Grant Match Program (FY 2034-2048)

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

Treatment of Cycle 1 Projects under Restated ILA

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

Miscellaneous 3rd Amendment Elements of Note

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

In Summary-3rd Amendment

Intended to:

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

Q&A



**2025 AMENDED AND RESTATED
TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT (THIRD AMENDMENT)**

This 2025 Amended and Restated Transportation System Surtax Interlocal Agreement (“2025 ILA”) is entered into among Broward County, a political subdivision of the State of Florida (“County”), the municipalities that formally approved and are a party to the Transportation System Surtax Interlocal Agreement that was executed by County on August 29, 2018, and such additional municipalities that are signatories to this 2025 ILA (collectively, the “Municipalities” and each a “Municipality”), and the Broward County City Managers’ Association, Inc. (“BCCMA”). County, Municipalities, and the BCCMA are each a “Party,” and collectively referred to as the “Parties.”

RECITALS

A. Pursuant to Section 31½-71, et seq., of the Broward County Code of Ordinances (“Transportation Surtax Ordinance”), a 30-year 1% transportation surtax (“Transportation Surtax”) was levied after approval by referendum of the general electorate at the General Election on November 6, 2018, with the proceeds to be expended for authorized transportation and transit projects in accordance with applicable law, including Section 212.055(1), Florida Statutes.

B. On or about November 8, 2018, County and Municipalities entered the Transportation Surtax Interlocal Agreement that addressed the distribution of proceeds of the Transportation Surtax (“Original ILA”). The Original ILA was amended in June 2019 (“First Amendment”), and in March 2021 (“Second Amendment”), further defining the relationship between the parties thereto, and adding the Broward Metropolitan Planning Organization (“BMPO”) as a party for purposes of the evaluation and ranking of certain capital projects for potential Transportation Surtax funding (the Original ILA, as amended by the two amendments, is referred to herein as the “ILA”).

C. The portion of Transportation Surtax Proceeds (as defined herein) that County previously committed to distribute to Municipalities has, to the best of each Party’s knowledge, been properly distributed for municipal programs and projects that were deemed statutorily eligible for Transportation Surtax funding under Section 212.055(1), Florida Statutes, such as community shuttle programs; capital planning, design, and projects; and road rehabilitation and maintenance projects.

D. As the Parties’ working knowledge and experience with the Transportation Surtax program has increased, the Parties have determined it would be beneficial to fully restate the ILA, including (i) to address the status of the remaining Cycle 1 Projects and the ability of County to terminate such projects that are not under a Surtax Funding Agreement; (ii) to reprioritize the current distribution of Transportation Surtax funding to Municipalities among Community Shuttle, Capital Projects, and Rehabilitation and Maintenance (R&M) Projects; (iii) to provide for a new Formula-based Funding model as defined in Section 4.3.1. for R&M Projects and On-Demand Transportation during County Fiscal Years 2026 to 2032, subject to availability of

Transportation Surtax funding; (iv) to create new means of allowing Municipalities the ability to obtain Transportation Surtax funding to be used as required local match in relation to state and federal appropriations and grants; (v) to streamline the manner by which projects funded by the Transportation Surtax are placed under Surtax Funding Agreements; (vi) to provide Municipalities with flexibility on how each will use Formula-based Funding from the Transportation Surtax; (vii) to permit multiple Municipalities to collaborate on the joint management of their Community Shuttle programs; (viii) to permit the ILA to be more easily modified, if and as required, to more efficiently and effectively distribute the Transportation Surtax Proceeds committed to Municipalities; and (ix) to describe the role that the BCCMA will have in connection with certain parts of the programs established between County and Municipalities.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree to amend and restate the Interlocal Agreement, in its entirety, as follows:

ARTICLE 1. RECITALS; DEFINITIONS; AND EXHIBITS

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

1.2. Definitions. The terms below have the following meanings as used in this 2025 ILA:

1.2.1. **Adopted Municipal Transportation Surtax Funding** means the percentage and dollar amount of Transportation Surtax Proceeds that is anticipated by County to be received in the applicable Fiscal Year and that is budgeted in the subsequent Fiscal Year's County budget, as adopted by the County Commission, to be used for Community Shuttle and Eligible Municipal Projects for the applicable County Fiscal Year budget.

1.2.2. **Annual True-Up** means County's annual determination (typically to occur in April or May of each year after the annual financial audit of the Transportation Surtax funds received in the prior Fiscal Year) of whether the County satisfied its Minimum Annual Guarantee commitment in the prior Fiscal Year. For example purposes, in April/May 2026, the results from the Fiscal Year 2025 annual financial audit will be completed and a determination will be made as to whether County met the Minimum Annual Guarantee commitment for Fiscal Year 2025.

1.2.3. **Applicable Law** means all applicable laws, codes, advisory circulars, rules, regulations, and ordinances of any federal, state, county, municipal, or other governmental entity, including without limitation the Americans with Disabilities Act of 1990 ("ADA"), as each may be amended.

1.2.4. **CBE** means a County Business Enterprise, as defined in Section 1-81.1, Broward County Code of Ordinances.

1.2.5. **Centerline Miles** means the aggregate length of roads under the jurisdiction of a Municipality, regardless of the number of lanes in such roads, as reported and updated by FDOT, typically on an annual basis.

1.2.6. **Community Shuttle** means the capital and operating expenses associated with existing, new, and/or expanded public transportation services, operated by one or more Municipalities within their jurisdictions, that supplement fixed-route mass transit service and that are available to persons traveling within the applicable Municipality or Municipalities.

1.2.7. **County Commission** means the Broward County Board of County Commissioners.

1.2.8. **Cycle 1 Ranked Projects** means the municipal projects not currently under a Surtax Funding Agreement listed in **Exhibit A** to this 2025 ILA.

1.2.9. **Effective Date** means the date of complete execution of this 2025 ILA by County, the BCCMA, and by such Municipalities that both (i) constitute a majority of the Municipalities that are a party to the Original ILA, as amended by the First Amendment and the Second Amendment, and (ii) cumulatively represent more than 50% of County's total population.

1.2.10. **Eligible Municipal Project** means a Municipal Capital Project, Municipal R&M Project, or On-demand Transportation Services that, pursuant to Section 212.055(1)(d), Florida Statutes, is statutorily eligible to receive funding from the Transportation Surtax pursuant to this 2025 ILA.

1.2.11. **FDOT** means the Florida Department of Transportation.

1.2.12. **Fiscal Year** means County's fiscal year, which begins on October 1 of each year and ends on September 30 of the following calendar year.

1.2.13. **MAP Administration** means County's Mobility Advancement Program Administration staff.

1.2.14. **Minimum Annual Guarantee** means County's commitment to utilize at least ten percent (10%) of the Transportation Surtax Proceeds to fund, collectively, Community Shuttle and Eligible Municipal Projects pursuant to the terms and conditions of this 2025 ILA.

1.2.15. **Municipal Capital Project Tails** means the remaining phases (e.g., design and/or construction) of Cycles 3 through 5 of Municipal Capital Projects that were approved for Transportation Surtax funding as of the Effective Date, but that included a future phase that was not included in an existing Municipal Five-Year Plan as of the Effective Date.

1.2.16. **Municipal Capital Projects** means design and/or construction phase municipal capital improvement projects for transportation purposes, including new or expanded roads, sidewalks, bike paths, bridges, transportation facilities (e.g., bus shelters, etc.), permanent transportation assets (e.g., motorized/non-motorized sensors), and similar transportation elements. Municipal Capital Projects do not include planning projects.

1.2.17. **Municipal Five-Year Plan** means the program of Transportation Surtax-funded Eligible Municipal Projects over a rolling period of the next five Fiscal Years, which program is subject to County Commission decisions regarding budgeting and appropriation of Transportation Surtax Proceeds for each applicable Fiscal Year. A Fiscal Year reference to a Five-Year Plan means the plan for the five years commencing with the stated Fiscal Year, such that “Fiscal Year 2025 Five-Year Plan” means the Five-Year Plan for the period that begins on October 1, 2024, and ends on September 30, 2029.

1.2.18. **Municipal Capital Project Contingency** means Transportation Surtax Proceeds allocated by the County Commission for the purpose of covering unforeseen Municipal Capital Project costs in a project’s construction phase (e.g., tariffs, inflation/cost escalation, etc.), up to either a maximum of five percent (5%) of the total cost of construction or such higher maximum not-to-exceed amount if approved by County pursuant to Section 4.4.4.

1.2.19. **Municipal R&M Projects** means Eligible Municipal Projects that involve the rehabilitation of a road or other transportation-related capital improvement (e.g., sidewalks, bike paths, road and roadway lighting, road drainage, bus shelter, etc.) or asset (e.g., motorized/non-motorized sensors, etc.) to restore it to a safe and functional condition and/or preventative maintenance of any of the foregoing to preserve it from failure or decline. Municipal R&M Projects do not include, without limitation: mowing; tree trimming; pressure cleaning; painting; irrigation repairs; landscaping repairs and maintenance; cleaning and maintenance of catch basins, storm drains, and pipes; or any rehabilitation and maintenance of pathways or greenways that are purely recreational in nature and not for transportation purposes (including but not limited to self-contained (i) sidewalks, (ii) greenways, (iii), running paths, or (iv) cycling paths).

1.2.20. **Municipal Single Point of Contact** means an individual municipal employee designated in writing by the applicable Municipality to the BCCMA to represent its interests; send and receive communications related to the surtax program; and communicate regarding the Municipality’s approved surtax projects, services, and initiatives.

1.2.21. **New Municipal Capital Projects** means all Municipal Capital Projects other than (a) each Municipal Capital Project approved during Cycles 1 through 5, and (b) Municipal Capital Project Tails.

1.2.22. **On-demand Transportation Services** shall have the meaning as provided in Section 212.055(1)(e), Florida Statutes, as may be amended. As of the Effective Date, the term “On-demand Transportation Services” means transportation provided between flexible points of origin and destination selected by individual users with such service being provided at a time that is agreed upon by the user and the provider of the service and that is not fixed-schedule or fixed-route in nature.

1.2.23. **Oversight Board** means the Independent Transportation Surtax Oversight Board established by the Transportation Surtax Ordinance.

1.2.24. **Road** shall have the general meaning as stated in the Florida Transportation Code, Section 334.03(22), Florida Statutes, as amended. As of the Effective Date, “road” means “a way open to travel by the public, including, but not limited to, a street, highway, or alley.” Absent express conflicting modification to that statutory definition of “road,” for the purposes of this 2025 ILA: a “road” includes, without limitation, a roadway (i.e., a road meant for vehicular travel), a bicycle path, a sidewalk, or other modality whereby pedestrians, cyclists, or drivers of motorized vehicles may travel from one place to another. Notwithstanding anything to the contrary in the Florida Transportation Code definition of “road,” for purposes of this 2025 ILA, a “road” does not include, among other things, privately owned roads or roadways, privately owned rights-of-way, roads or roadways within gated communities, self-contained pathways such as running/walking tracks, self-contained bicycle pathways (such as biking courses within parks), or other pathways intended primarily for recreational (rather than transportation) purposes.

1.2.25. **Surtax Funding Agreement** means an interlocal agreement executed by County and the applicable Municipality, pursuant to Section 212.055(1), Florida Statutes, in the form acceptable to County, that provides for the remittance of Transportation Surtax funds to the Municipality for a specific Eligible Municipal Project or expenditure.

1.2.26. **Transportation Surtax Proceeds**, except where the context indicates otherwise, means the amount of Transportation Surtax funds County received for the applicable Fiscal Year from the Florida Department of Revenue, exclusive of the five percent (5%) set-aside amount required by Section 129.01(2)(b), Florida Statutes.

1.3. Exhibits. The following exhibits are incorporated into this 2025 ILA:

Exhibit A	Cycle 1 Ranked Projects Not Under a Surtax Funding Agreement
Exhibit B	Fiscal Year 2026 Formula-based Funding Amounts
Exhibit C	List of Municipal Capital Project Tails
Exhibit D	Municipal Projects Awarded for Fiscal Years 2020 – 2029

ARTICLE 2. ELIGIBLE MUNICIPAL PROJECTS

To constitute an Eligible Municipal Project, in addition to meeting the requirements contained within Section 212.055(1), Florida Statutes, the proposed project must meet the following eligibility criteria, as applicable:

2.1. Primarily Public Benefit: No proposed Eligible Municipal Project relating to a road is eligible for Transportation Surtax funding unless the primary benefit of such project is associated with a public road or public right-of-way. Proposed projects located within gated communities and other nonpublic roads or nonpublic rights-of-way are not eligible for funding under this 2025 ILA.

2.2. Street Lighting: A proposed Eligible Municipal Project that includes improvements to lighting systems is only eligible if it illuminates the road or public right-of-way primarily for the benefit of vehicles, pedestrians, or bicyclists. Such street lighting work may be a component of a Municipal Capital Project that included phases that were funded earlier with Transportation Surtax funds and/or different funding source. Municipalities must obtain a lighting justification report consistent with any applicable written County and FDOT policies as well as the criteria outlined in the version of the Florida Greenbook in use at the time the design and construction work are being performed.

2.3. Drainage: Public road stormwater drainage system improvements are eligible to the extent the applicable Municipality obtains certification from a licensed Florida professional engineer stating that the drainage improvements primarily address stormwater runoff from public property onto a public road or public right-of-way. Drainage improvements onto or from private roads and/or developments may have partial eligibility if the drainage improvements primarily benefit a public road or right-of-way.

2.4. Sound Walls: Noise abatement projects involving the construction or improvement to sound walls are only eligible for Transportation Surtax funding if the requested sound wall: (1) (a) is part of an Eligible Municipal Project involving the addition of through lanes to an existing roadway; (b) alters the roadway alignment significantly; or (c) involves the construction of a new roadway; and (2) is also consistent with any applicable written County and FDOT policies as well as the criteria outlined in the version of the Florida Greenbook in effect at the time the project design and construction work are being performed.

2.5. Fiber-Optic Improvements/Real-time Transportation Signage: A proposed Eligible Municipal Project relating to the installation or improvement to real-time transportation signage (e.g., traffic warnings, notifications of roadway closures, etc.) that involves fiber-optic improvements or connections is eligible for Transportation Surtax funding only if access to the fiber-optic system has received written approval from all entities that are responsible for maintaining and operating that fiber-optic system.

2.6. Landscaping: Landscaping improvements are only eligible if within the public road right-of-way immediately adjacent to the road improvement project at issue. Such landscaping improvements may be a component of a Municipal Capital Project that included phases that were funded earlier with Transportation Surtax funds and/or different funding source.

2.7. Parking: Improvements used for park-and-ride (or other transit-oriented development parking) that serves the public are eligible, provided that any parking fees charged that exceed the actual costs of operating and maintaining the facility may only be utilized for transportation-related improvements within the applicable Municipality and provided such improvements, if Transportation Surtax funding had been sought, would have been eligible for Transportation Surtax funding.

2.8. ADA Accommodations: Components of Eligible Municipal Projects involving improvements to roads for purposes of ADA compliance are eligible for Transportation Surtax funding.

2.9. Safety Assets: Proposed Eligible Municipal Projects involving traffic calming improvements (i.e., speed control devices or improvements that otherwise comply with Applicable Law other than cameras used to issue citations) on a public road or right-of-way are eligible.

2.10. Decorative Elements/Functional Public Art: Proposed Eligible Municipal Projects that include decorative elements and/or functional public art (e.g., pavers for crosswalks, decorative wayfinding signage for roads, decorative sidewalk benches, artistic road lights, decorative shade structures over sidewalks or public transit shelters, etc.) are eligible for partial Transportation Surtax Funding in an amount equal to the cost of the standard, nondecorative/nonartistic alternative for design and/or construction (as applicable), and provided that Municipality's engineer of record attests in writing that the decorative/functional public art component has a useful life that is at least as long as the standard, nondecorative/nonartistic alternative. Municipalities are encouraged to coordinate the inclusion of decorative elements and/or functional public art components with applicable County agencies (e.g., the Cultural Division, the Public Works Department, etc.).

ARTICLE 3. STATUS AND TERMINATION OF CYCLE 1 RANKED PROJECTS

As of the Effective Date, the Cycle 1 Ranked Projects shown on Exhibit A are not currently under a Surtax Funding Agreement. MAP Administration may, in its discretion, after consultation with the affected Municipality, terminate any such project unless, within ninety (90) days after the Effective Date, Municipality and County have entered into a Surtax Funding Agreement for that project. MAP Administration shall provide the Municipality with at least thirty (30) days' advance written notice of any intention to terminate a Cycle 1 Project pursuant to this section.

Should Municipality believe it has good cause for an extension beyond the ninety (90) day period provided for in this section and disagree with MAP Administration's decision to terminate a

project, Municipality may seek an extension from the County Administrator for up to an additional ninety (90) day period. To exercise this right to seek an extension for such projects, Municipality must provide written notice to MAP Administration between the date it receives the written notice of MAP Administration’s intent to terminate but prior to the effective date of termination. Municipality’s written request for additional time must include all supporting documentation Municipality believes should be considered as part of the request and must be received by MAP Administration at least fifteen (15) days prior to the noticed date of termination; if such a request and supporting documentation is timely received, the cancellation will be suspended pending consideration of the request by the County Administrator, whose decision regarding the extension request shall be final and not subject to further review. If the County Commission amends the Transportation Surtax Ordinance to authorize the Oversight Board to perform the functions of County Administrator set forth in this section regarding review and consideration of extension requests, all references to the County Administrator in this section relating to extension requests shall be automatically replaced with “Oversight Board.”

Notwithstanding the foregoing, any Cycle 1 Ranked Project not under a Surtax Funding Agreement that was completed by a Municipality with a funding source other than the Transportation Surtax may be terminated by MAP Administration at any time with at least thirty (30) days’ written notice to Municipality, and such termination shall not be subject to further review or consideration.

All appropriated funds from Cycle 1 Ranked Projects terminated pursuant to this section will be reallocated to Municipalities for Eligible Municipal Projects in the next Fiscal Year as part of the Adopted Municipal Transportation Surtax Funding. Such reallocated funds have already counted towards a prior Fiscal Year’s Minimum Annual Guarantee and shall therefore not count towards County’s Minimum Annual Guarantee obligations for the next Fiscal Year.

All existing Cycle 1 Ranked Projects shall no longer be eligible to receive separate cost escalation funding from County and the contingency provisions in Section 4.4.4 shall apply.

ARTICLE 4. ELIGIBLE MUNICIPAL PROJECTS AND FUNDING PRIORITIES

4.1. Funding Priorities. Each Fiscal Year, and subject to County’s commitment to provide Municipalities at least the Minimum Annual Guarantee, County will advise Municipalities in writing of the Adopted Municipal Transportation Surtax Funding for the upcoming Fiscal Year and the method by which such funding will be divided between the various types of Eligible Municipal Projects, based on the following prioritization:

- **Fiscal Years 2026-2029**
 - **Priority 1:** Community Shuttle as described in Section 4.2. below.
 - **Priority 2:** Existing Eligible Municipal Projects contained in then-current Municipal Five-Year Plan.
 - **Priority 3:** Formula-based Funding for Municipal R&M Projects and On-Demand Transportation Services as described in Section 4.3. below.
 - **Priority 4:** Grant Match Program as described in Section 4.5 below.

- **Fiscal Years 2030-2033**
 - **Priority 1:** Community Shuttle as described in Section 4.2 below.
 - **Priority 2:** Municipal Capital Project Tails as described in Section 4.4 below.
 - **Priority 3:** Formula-based Funding for Municipal R&M Projects and On-Demand Transportation Services as described in Section 4.3 below.
 - **Priority 4:** Grant Match Program as described in Section 4.5 below.

- **Fiscal Years 2034-2048**
 - **Priority 1:** Community Shuttle as described in Section 4.2 below.
 - **Priority 2:** Formula-based Funding for Municipal R&M Projects and On-Demand Transportation Services as described in Section 4.3 below.
 - **Priority 3:** Grant Match Program as described in Section 4.5 below.
 - **Priority 4:** New Municipal Capital Projects as described in Section 4.4 below.

Notwithstanding the prioritization schedule above or any other provision of this 2025 ILA, County shall have no obligation to fund the Municipalities any amounts over the Minimum Annual Guarantee in any Fiscal Year.

4.2. Community Shuttle.

4.2.1. Community Shuttle Funding. A portion of the Transportation Surtax Proceeds will be used to directly fund the applicable Municipalities for the operating, maintenance, and capital costs of existing, expanded, and new Community Shuttle in the amounts provided for in separate Community Shuttle interlocal agreements between each Municipality and County. Funding of Community Shuttle from Transportation Surtax Proceeds is not subject to an evaluation or ranking process (whether by County or any County vendor). Unless otherwise agreed in writing by County, to be eligible for Transportation Surtax Proceeds, a Municipality's Community Shuttle must meet or exceed the minimum passengers per revenue service hour per route or such other County-imposed standards for the applicable Fiscal Year(s). County may, in its sole discretion, modify these standards based on future population and ridership and future County needs. County's Transportation Department participates in the administration of the Community Shuttle program and allocated Community Shuttle funding is included in the Transportation Department's annual Fiscal Year budget. County may suspend minimum ridership standards at any time because of interruptions due to hurricane, other natural disasters, or other unexpected conditions, as deemed appropriate by the County Commission.

4.2.2. Joint Municipal Community Shuttle. Subject to written approval by County's Transportation Department's Director or their written designee, Municipalities may jointly develop a Community Shuttle that crosses municipal jurisdictions. For such joint Municipal Shuttle programs, the written agreement with County must include all

participating Municipalities as parties but will identify one (1) Municipality as the primary administrator and main point of contact for that joint Community Shuttle program.

4.3. Formula-based Funding for Municipal R&M Projects/On-demand Transportation Services.

4.3.1. Purpose of Formula-based Funding. The goal of formula-based funding as set forth herein (“Formula-based Funding”) is to ensure that each Municipality receives funding every year to be utilized: (a) to supplement (and not to supplant) their existing municipal budgets for Municipal R&M Projects; and/or (b) for On-demand Transportation Services, in accordance with this 2025 ILA.

4.3.2. Annual Formula-based Funding. Commencing for Fiscal Year 2026 and continuing for each Fiscal Year through Fiscal Year 2033, County will determine the amount of and set aside Formula-based Funding from available Transportation Surtax funds based on amounts appropriated but unused from previous years’ Eligible Municipal Projects (e.g., differential between contracted amounts for Community Shuttle and amount actually expended, cost savings on projects that were completed under budget, etc.). For Fiscal Year 2034 through Fiscal Year 2048, Formula-based Funding shall be set at sixty percent (60%) of the remaining Adopted Municipal Transportation Surtax Funding after deducting the full maximum contracted amount for all Municipalities’ Community Shuttle. For each Fiscal Year, Formula-Based Funding will be allocated among the Municipalities based on the number of Centerline Miles in each Municipality as identified in the most recent report from FDOT. The distribution of Formula-based Funding for Fiscal Year 2026 (which is based on Fiscal Year 2023 reporting to FDOT) is shown on Exhibit B. Each Fiscal Year, on or about July 31, County will advise Municipalities of County’s then-known best estimate of Formula-based Funding that each Municipality will be eligible to receive for Municipal R&M Projects and On-demand Transportation Services for the upcoming Fiscal Year.

4.3.3. Minimum Requirements for Formula-based Funding for Municipal R&M Projects. Formula-based Funding that a Municipality elects to use for Municipal R&M Projects is intended to supplement, and not supplant, the amounts Municipality already spends from non-Transportation Surtax revenue sources for such activities. Supplanting occurs when a Municipality reduces its use of non-Transportation Surtax funds for activities that would otherwise qualify as a Municipal R&M Project because Transportation Surtax funds are available (or expected to be available) to fund that same project or activity. Supplementing occurs when Transportation Surtax funds are provided to a Municipality for Municipal R&M Projects to enhance existing projects, to undertake new projects, or accelerate projects planned in future Fiscal Years. Contemporaneous with a Municipality’s submission of its list of proposed Municipal R&M Projects each Fiscal Year, Municipality shall, through its Municipal Single Point of Contact or another individual specifically authorized by the Municipality’s elected body, represent and warrant in writing to County that Formula-based Funding for Municipal R&M Projects will not be used to supplant non-Transportation Surtax projects approved and/or adopted in the Municipality’s budget. County may annually audit each Municipality’s compliance with the requirements of this

section. A Municipality using the Formula-based Funding for Municipal R&M Projects that are currently budgeted may be evidence of supplanting. If County determines at any time that any Municipality has utilized Formula-based Funding to supplant funding for activities from non-Transportation Surtax funding, then County may, in the County Administrator's discretion, withhold future Formula-based Funding up to the amount determined to have been supplanted in the applicable Fiscal Year(s). If circumstances outside the reasonable control of Municipality render it unable to meet the requirements contained in this section in a given Fiscal Year (e.g., change in law regarding ad valorem taxation; act of God causing emergency expenditure of non-Surtax dollars by Municipality such as a hurricane or tropical storm; etc.), or if a Municipality believes that other good cause exists for it to be able to use Formula-based Funding for a Fiscal Year for a Municipal R&M Project that is in that Municipality's adopted budget for that same Fiscal Year, Municipality may request in writing from the County Administrator to have the requirements contained in this section waived or modified for that Fiscal Year, which waiver or modification may be granted or denied, in whole or in part, in the County Administrator's sole discretion.

4.3.4. Application, Review, and Approval of Municipal R&M Projects. Within thirty (30) days after County provides Municipalities with the amounts for Formula-based Funding for the upcoming Fiscal Year, each Municipality must submit, on a form approved by MAP Administration, a list of proposed Municipal R&M Projects on which Municipality intends to utilize its Formula-based Funding for the upcoming Fiscal Year. The list must include at least the following details for each proposed Municipal R&M Project: (i) a description of the geographic areas of the project; (ii) the anticipated start and completion date of work to be performed in connection with the project; (iii) the proposed CBE commitment for the project, which shall be at least the minimum requirements provided for in this 2025 ILA; and (iv) such other details as may be requested by MAP Administration. Upon receipt of the list, County will review the proposed projects for eligibility pursuant to Section 212.055(1)(d), Florida Statutes, and this 2025 ILA, and to determine whether the projects or proposed timing will create negative impacts, including but not limited to potential conflicts with other proposed or ongoing projects (whether municipal, county, state, or federal). Within sixty (60) days after receipt of each Municipality's list, MAP Administration shall notify Municipality, in writing, if (a) the projects are approved as submitted (in which case MAP Administration shall advise what the CBE goals, if any, are required for the project(s)); (b) the projects have been found statutorily eligible or ineligible (in whole or in part) for Transportation Surtax funding; and/or (c) a conflict with another project exists. If a proposed project is deemed statutorily ineligible for funding or a conflict with another project exists, MAP Administration will advise Municipality that it may either delay the commencement date or submit a replacement project (as applicable).

4.3.5. Deferral of Formula-based Funding for Municipal R&M Projects. A Municipality may elect, in any given Fiscal Year, to defer receipt of its Formula-based Funding for Municipal R&M Projects to allow it to receive a larger sum in such later Fiscal Year and

permit it to perform larger Municipal R&M Projects. A Municipality that wishes to defer its Formula-based Funding pursuant to this section must provide MAP Administration with written notification of its intention to defer within sixty (60) days after County notifies Municipality of its Formula-based Funding amount for that Fiscal Year; election to defer does not alleviate Municipality's obligation to timely provide the project details required in Section 4.3.4 above in the Fiscal Year it intends to use the deferred funding. Municipality may, with timely notice to MAP Administration, defer its Formula-based Funding for Municipal R&M Projects for up to three (3) consecutive Fiscal Years. Deferral requests for more than three (3) consecutive Fiscal Years and up to five (5) consecutive Fiscal Years are subject to review and approval of the County Administrator, in their discretion. No Municipality may seek a deferral of Formula-based Funding for more than five (5) consecutive Fiscal Years after the Fiscal Year that Municipality was scheduled to receive such funding. Deferred funds that would otherwise have been allocated to Municipality for R&M Projects but for Municipality's deferral request will be held by County until the Fiscal Year following the deferral period. Such deferred funds will be counted towards the Minimum Annual Guarantee in the Fiscal Year(s) the funds would have been paid to the Municipality but for the deferral request and shall not count towards the Minimum Annual Guarantee in the Fiscal Year(s) such amounts are paid as a result of the deferral request. Deferrals pursuant to this section shall affect only the timing of Municipality's receipt of the Formula-based Funding and shall not impact the amounts allocated to Municipality pursuant to Section 4.3.2. above.

4.3.6. On-demand Transportation Services. Each Municipality shall have the discretion to utilize all or some of its annual Formula-based Funding for On-demand Transportation Services as it deems appropriate, subject to Municipality entering into a written agreement with the On-demand Transportation Service provider and further subject to meeting the eligibility criteria and other requirements stated in this 2025 ILA and the provisions of this section:

4.3.6.1. A Municipality with an existing Community Shuttle may not terminate or reduce the services associated with that program and replace it with On-demand Transportation Services except with the prior written consent of County's Transportation Department Director or written designee, and until after all vehicles purchased for Municipality's Community Shuttle program (including any applicable joint Community Shuttle program) have met or exceeded the minimum useful life expectancy under applicable Federal Transportation Administration ("FTA") regulations and guidelines (currently five (5) years in service and at least two hundred fifty thousand (250,000) miles).

4.3.6.2. Municipality represents and warrants that its agreements with any On-demand Transportation Services provider and all vehicles used by such provider will at all times comply with all Applicable Law, including without limitation all FTA drug and alcohol testing requirements for transit operators, the ADA, and (to the extent applicable) Florida law regarding the operation of low-speed vehicles. In

addition, Municipality agrees that each contract it enters into with an On-demand Transportation Services provider includes a requirement that the provider obtain and maintain automobile business liability insurance (including owned, hired, non-owned, scheduled) in an amount not less than one million dollars (\$1,000,000) per occurrence for property damage and not less than one million dollars (\$1,000,000) per occurrence for bodily injury, with both Municipality and County named as additional insureds under such policies.

4.3.6.3. Prior to the commencement of On-demand Transportation Services funded by Transportation Surtax Proceeds, each Municipality shall provide County, on a form approved by MAP Administration, the name of each On-demand Transportation Services provider with which it has contracted to perform such services, a copy of the contract with such provider, the provider's Certificate of Insurance, and such other information as may be requested by MAP Administration.

4.3.6.4. Each Municipality utilizing Transportation Surtax Proceeds to provide On-demand Transportation Services is solely responsible for administering all contracts it has entered with providers of such services and shall, to the maximum extent allowable under Applicable Law, indemnify, defend, and hold County harmless from all claims, causes of action, and damages of any kind associated with such On-demand Transportation Services.

4.3.7. Payment of Formula-based Funds; Return of Unused Funds. Except if a Municipality has elected to defer receipt of Formula-based Funding for a specific Fiscal Year as provided for in Section 4.3.5, each Municipality will receive its annual Formula-based Funds, in full, within forty-five (45) days after County's approval of Municipality's list of proposed Municipal R&M Projects and On-demand Transportation Services (if applicable). If a Municipality does not wish to receive advance funding and would rather receive its Formula-based Funding quarterly throughout the Fiscal Year on a reimbursement basis, the Municipality may make such request in writing to the County Administrator, who shall have the authority, in their discretion, to approve or reject such request. If a Municipality does not fully encumber all Formula-based Funds in a single Fiscal Year (i.e., not committed to an approved project already under contract), within thirty (30) days after the issuance of Municipality's annual comprehensive financial report, Municipality shall notify the County in writing regarding the status of such unencumbered funds and may request to have those unencumbered funds rolled over to the next Fiscal Year so that the project(s) on which such funds were intended to be used can be completed. The County Administrator, upon receipt of the Municipality's request, may either approve the rolling over of such funds to the same project, which must be completed within the next Fiscal Year, or direct in writing that such unencumbered funds be returned to County within sixty (60) days of such written direction, and such funds may be reallocated by County towards approved Municipal R&M Projects and On-demand Transportation Services for the next Fiscal Year (e.g., a refund of Formula-based Funding

received for Fiscal Year 2026 may be requested by the Municipality for Municipal R&M Projects and On-demand Transportation Services for Fiscal Year 2027).

4.3.8. Small Municipality Formula-based Funding Enhancement. A Municipality that has less than or equal to one percent (1%) of Centerline Miles within Broward County and does not, as of the Effective Date, have a Community Shuttle operating within the Municipality, may elect, at any time, to permanently waive for the term of this 2025 ILA the ability to seek funding for Community Shuttle, the Grant Match Program, and for New Municipal Capital Projects. Such waiver must be in writing, approved by the elected body of Municipality, and delivered to MAP Administration. Should a Municipality provide County with such a waiver, that Municipality's annual Formula-based Funding amount will be increased by an amount equal to the percentage of Centerline Miles owned by that Municipality, divided by the total number Centerline Miles within all Municipalities, and then multiplied by the total amount funded that Fiscal Year for Municipal R&M Projects, On-demand Transportation Services, and the Grant Match Program. For example, if Municipality has 0.5% of the Centerline Miles located within all Municipalities within Broward County, and \$40 million is allocated that Fiscal Year for Municipal R&M Projects and On-demand Transportation Services and the Grant Match Program, the increase in Municipality's Formula-based Funding for that Fiscal Year will be \$200,000 (i.e., \$40 million x 0.5%).

4.4. Funding of Municipal Capital Projects and Municipal Capital Project Tails.

4.4.1. Municipal Capital Projects with Existing Surtax Funding Agreements. Municipalities seeking funding for the next phase(s) of previously approved Municipal Capital Projects that are included in the current or prior Municipal Five-Year Plans and that are already under a Surtax Funding Agreement as of the Effective Date must enter into a new Surtax Funding Agreement that will govern all future phases of that project.

4.4.2. Municipal Capital Projects without a Surtax Funding Agreement. Municipal Capital Projects that have not been the subject of a Surtax Funding Agreement prior to the Effective Date must have a fully executed Surtax Funding Agreement in order to be funded with Transportation Surtax Proceeds.

4.4.3. Municipal Capital Project Tails. Municipal Capital Projects that were approved for planning or design phases prior to the Effective Date, and for which subsequent phases were not included in any Municipal Five-Year Plan prior to the Effective Date, will be prioritized for funding of subsequent phases in future Fiscal Years, subject to the processes described in this section. A list of these projects and currently recommended funding amounts is attached as Exhibit C. Each Fiscal Year, MAP Administration will conduct a readiness review of the projects identified in Exhibit C and identify which

projects are able to receive funding and identify the anticipated Fiscal Year in the Five-Year Plan in which funding will be provided.

4.4.4. Municipal Capital Project Contingency; Cost Escalation. Municipal Capital Project Contingency will only apply to or be available to fund construction-phase Municipal Capital Projects. Contingency amounts included in any Surtax Funding Agreement will be part of the maximum not-to-exceed Transportation Surtax funding amount for that phase of the project, inclusive of any Transportation Surtax funding rolled over from previous phases. A Municipality may request that additional Municipal Capital Project Contingency be added to a Surtax Funding Agreement above and beyond the maximum not-to-exceed amount of Transportation Surtax funding awarded for the project during the negotiation of the Surtax Funding Agreement. If there are appropriated but unallocated Transportation Surtax Funds within the Adopted Municipal Transportation Surtax Funding, the County Administrator may, in their sole discretion and on a case-by-case basis, agree to include in the Surtax Funding Agreement a line item for Municipal Capital Project Contingency up to a maximum amount not-to-exceed twenty-five percent (25%) of the Transportation Surtax-funded portion of the Municipal Capital Project. The Transportation Surtax funds associated with Municipal Capital Project Contingency are payable on a reimbursement basis and may only be requested by Municipality after all work on the applicable project has been completed, as documented by final invoices for the project and certifications of completion from Municipality (including attestations from Municipality's project manager or engineer of record on the applicable project).

4.5. Grant Match Program. Commencing in Fiscal Year 2026 and continuing each subsequent Fiscal Year through Fiscal Year 2033, subject to the prioritization schedule shown in Section 4.1, County may allocate a portion of Adopted Municipal Transportation Surtax Funding towards a Grant Match Program. For Fiscal Year 2034 through Fiscal Year 2048, Grant Match Program funding shall be set at forty percent (40%) of the Adopted Municipal Transportation Surtax Funding after deducting the full maximum contracted amount for all Municipalities' Community Shuttle. The purpose of the Grant Match Program is to allow Municipalities to seek Transportation Surtax funds for use toward required local match amounts in connection with state or federal grant funding or appropriations for otherwise Eligible Municipal Projects. In addition to all other requirements contained in this 2025 ILA, the following shall apply to the Grant Match Program:

4.5.1. Each Municipality seeking funding from the Grant Match Program for an Eligible Municipal Project shall submit an application to MAP Administration providing details of the proposed Eligible Municipal Project for which funding is sought including, without limitation: (a) the geographic area where the project will be constructed; (b) the proposed start and completion date of the project; (c) the state or federal grant program or appropriation; (d) a copy of the grant application or notice of funding award (if applicable); and (e) such other information as MAP Administration may require.

4.5.2. Each proposed project is subject to County review for eligibility under Section 212.055(1)(d), Florida Statutes, and this 2025 ILA.

4.5.3. Approval may be subject to confirmation that the proposed project does not create deleterious competition to a project actively supported by County.

4.5.4. Each Municipality shall only be able to apply for funding from the Grant Match Program one (1) time each Fiscal Year. Multiple Municipalities may apply jointly for funding from the Grant Match Program for projects that are located within their collective jurisdictions. A joint application shall count as an application by each Municipality participating in the joint project.

4.5.5. To be eligible for funding through the Grant Match Program, the Municipality (or Municipalities, if a joint project) must pledge to fund at least twenty-five percent (25%) of the required local match from non-Transportation Surtax Funds.

4.5.6. Depending on availability of funds, County may, at the beginning of each Fiscal Year, establish and notify Municipalities of a per-project limit on match funding from the Grant Match Program.

Funding from the Grant Match Program is generally available on a first-come/first-served basis throughout the Fiscal Year. Funding from the Grant Match Program in the amount requested by each Municipality will be encumbered upon MAP Administration's approval of a completed Grant Match Program application. Municipality must notify MAP Administration in writing regarding the status of their grant or appropriation application no later than thirty (30) days after notices of award are announced by prospective grantors. If a Municipality is not awarded the state or federal grant or appropriation during that grant or legislative cycle, the Grant Match Program approval will be deemed cancelled and the encumbered funds will be made available to other Municipalities that wish to apply for funding from the Grant Match Program. If a Municipality receives a reduced amount of the grant or appropriation, the funding from the Grant Match Program will be reduced in a proportionate amount.

If Municipality is awarded a grant or appropriation for the Eligible Municipal Project and will receive funding from the Grant Match Program, in addition to all other obligations contained in the grant or appropriation agreement, Municipality must comply with all other requirements of this 2025 ILA in connection with its receipt of Transportation Surtax funding for that project, including the obligation to enter into a Surtax Funding Agreement for the project. To the extent there is any express, direct conflict between (a) the terms of this 2025 ILA and/or a Surtax Funding Agreement and (b) the requirements contained in any state or federal grant or appropriation (e.g., prohibitions or limitations on CBE or other County ordinance, etc.), the requirements of the federal or state grant or appropriation shall govern.

Commencing in March of each Fiscal year, MAP Administration will review the status of all previously approved Grant Match Program funding requests and cancel approvals of Grant Match Program funding under the following circumstances: (i) the grant or appropriation was not

awarded to the applicable Municipality; (ii) the Municipality's project was selected for the grant/appropriation but the award level is insufficient to allow the project to move forward without additional (and unavailable) non-Surtax funds from the Municipality; or (iii) the grant program ends without making an award. If a Grant Match Program approval is canceled, the Transportation Surtax funds associated with the County grant for that project will be unencumbered and be made available for other Eligible Municipal Projects, as more fully described in Section 4.6 below.

4.6. Unencumbered Grant Match Program Funds; New Municipal Capital Projects.

If approved Grant Match Program funding is unencumbered as provided in Section 4.5 above, MAP Administration will periodically notify the BCCMA in writing of the amount of funding that has become unencumbered and request that the BCCMA provide a written response regarding how such unencumbered funds should be utilized during the next Fiscal Year (i.e., reapplied to the Grant Match Program, used for additional Formula-based Funding for Municipal R&M Projects and On-demand Transportation Services, or dedicated to fund New Municipal Capital Projects through a competitive application process). If the BCCMA does not provide a written response to MAP Administration within sixty (60) days after receipt of the notice regarding the unencumbered funds, the County Administrator may, in their discretion, determine the disposition of such funds for Eligible Municipal Projects for the next Fiscal Year.

If the BCCMA advises that it wishes to have the unencumbered funds used to pay for New Municipal Capital Projects through a competitive application process, the BCCMA and MAP Administration will collaborate to establish the timeline for submission of such applications, the criteria to be utilized by the BCCMA to rank such applications, and any other material aspects of the program. The details regarding the application process and program will be distributed to all Municipalities at least sixty (60) days prior to the deadline for applications. All applications will be reviewed by County for eligibility for Transportation Surtax Funding pursuant to Section 212.055(1)(d), Florida Statutes, and the terms of this 2025 ILA. After eligibility determinations are made and the BCCMA completes its ranking process, the BCCMA shall provide the County Administrator with its list of recommended New Municipal Capital Projects. Any Municipality recommended for a New Municipal Capital Project that is ultimately approved by the County Commission for Transportation Surtax funding must enter into a Surtax Funding Agreement to receive Transportation Surtax funding.

ARTICLE 5. DISTRIBUTION OF TRANSPORTATION SURTAX PROCEEDS

5.1. County's Minimum Annual Guarantee; Project Funding; Annual True-Up.

5.1.1. For each Fiscal Year, the annual amount of Transportation Surtax appropriated for Eligible Municipal Projects shall be no less than the Minimum Annual Guarantee for the applicable Fiscal Year. Notwithstanding anything else stated in this 2025 ILA, the Parties acknowledge and stipulate that County has no obligation to fund Eligible Municipal Projects in any Fiscal Year in excess of the Minimum Annual Guarantee. In addition, the

Parties acknowledge and stipulate that County may in any Fiscal Year, without any further condition and in its sole discretion, utilize Transportation Surtax Proceeds in excess of the Minimum Annual Guarantee amount allocated to the Municipalities for that Fiscal Year to fund Eligible Municipal Project(s), whether or not the project(s) were ever ranked by the BCCMA and regardless of any ranking priority that had previously been assigned to the project(s). Further, the Parties agree that: (i) any Eligible Municipal Project's previous ranking does not apply to Municipal Capital Projects or Municipal R&M Projects that County elects to fund in excess of the Minimum Annual Guarantee; and (ii) County has complete discretion to fund any such Eligible Municipal Projects in excess of the Minimum Annual Guarantee if, and on such terms and conditions, that County chooses.

5.1.2. Each Fiscal Year, County shall perform an Annual True-Up comparing (i) the Adopted Municipal Transportation Surtax Funding for the previous Fiscal Year against (ii) the actual Transportation Surtax Proceeds received by County and (iii) the actual amount paid out to Municipalities for Eligible Municipal Projects.

5.1.2.1. If, as a result of the Annual True-Up, County determines that County received less Transportation Surtax Proceeds than anticipated and, as a result, the Adopted Municipal Transportation Surtax Funding paid to Municipalities in a Fiscal Year was more than the percentage of Transportation Surtax Proceeds that County advised Municipalities was committed by County to Municipalities for that Fiscal Year (such amount being the "Overpayment Amount"), County may, in the County Administrator's discretion, reduce the Adopted Municipal Transportation Surtax Funding in the next Fiscal Year or delay funding for Municipal Capital Projects (where: (a) a Surtax Funding Agreement for a construction phase has not been executed; or (b) the Municipality has not completed its solicitation or no Notice of Proceed to a contractor has been issued) until a future Fiscal Year, or a combination of both, provided the total amounts reduced or delayed does not exceed the Overpayment Amount. For example, if County anticipated to receive \$500 million in Transportation Surtax Proceeds for Fiscal Year 2025, and County committed 10% (\$50 million) to Municipalities for that Fiscal Year (so the Adopted Municipal Transportation Surtax Funding was budgeted at \$50 million), and upon completing the Annual True-Up in April/May 2026, County determined that only \$480 million in Transportation Surtax Proceeds were actually received by County in Fiscal Year 2025, County may reduce the Adopted Municipal Transportation Surtax Funding in Fiscal Year 2027 by the Overpayment Amount of \$2 million).

5.1.2.2. If, as a result of the Annual True-Up, County determines that either (i) more Transportation Surtax Proceeds were received by County than anticipated; or (ii) the full amount of Adopted Municipal Transportation Surtax Funding was not appropriated in that Fiscal Year for Community Shuttle and/or Eligible Municipal Projects (with the additional funds or the under-appropriated funds being the "Differential Amount"), then County, in its sole discretion, after

consultation with the BCCMA, will: (i) make funding available in the current Fiscal Year for Municipal Capital Project Contingency; and/or (ii) roll over funds to the next Fiscal Year to increase (a) the Formula-based Funding for Municipal R&M Projects and On-demand Transportation Services and/or (b) the funding of the Grant Match Program; the total additional funding available in the current Fiscal Year and the roll over funds to the next Fiscal Year shall not exceed the Differential Amount. For example, if County anticipated receiving \$500 million in Transportation Surtax Proceeds for Fiscal Year 2025, and committed 10% (\$50 million) in Transportation Surtax Proceeds to Municipalities for that Fiscal Year, and upon completing the Annual True-Up in April/May 2026, County determined that \$520 million in Transportation Surtax Proceeds was actually received in Fiscal Year 2025, County may add funding in Fiscal Year 2026 to Municipal Capital Project Contingency and/or increase the Adopted Municipal Transportation Proceeds in Fiscal Year 2027, up to an aggregate total of \$2 million. Any increase in funding to Municipalities due to the Annual True-Up shall not count towards the Minimum Annual Guarantee for the Fiscal Year in which the increase is made.

5.1.3. Upon a written request from a Municipality, County in its sole discretion may apply previously approved funding for a designated phase (i.e., planning and design) of an Eligible Municipal Project previously approved (whether during the term of this 2025 ILA or an earlier version of the ILA) to another phase of the same project (i.e., design or construction) if the following conditions are met: (i) the previously recommended phase(s) are completed or other circumstances render Transportation Surtax funding of those phase(s) futile (e.g., the phase was funded with non-Transportation Surtax funds); (ii) the replacement phase to be funded has been deemed by County to be statutorily eligible for Transportation Surtax funding; and (iii) Municipality demonstrates to MAP Administration that it has committed sufficient non-Transportation Surtax funds necessary to complete the replacement project phase. The funding amount previously approved for the replaced phase is the maximum amount that County will apply to the replacement phase. Any funding reallocated pursuant to this section shall be counted towards County's Minimum Annual Guarantee obligations for the applicable Fiscal Year that such funding was originally allocated.

5.1.4. The timing and process of funding any Eligible Municipal Project shall be consistent with Applicable Law, including Section 129.01, Florida Statutes. Transportation Surtax Proceeds shall not be utilized to fund any Eligible Municipal Project unless County has determined the project is legally eligible for funding with Transportation Surtax Proceeds. Notwithstanding anything in this 2025 ILA to the contrary, Transportation Surtax Proceeds may not be used to fund: (i) an Eligible Municipal Project submitted by a municipality that is not a party to this 2025 ILA; or (ii) any project (or element of a project) that is determined to be statutorily ineligible to be funded with Transportation Surtax Proceeds.

5.1.5. Reimbursements to Municipalities for Eligible Expenditures. Except for Formula-based Funding provided to Municipalities in accordance with this 2025 ILA, all other payments to Municipalities will be based on the funding schedule provided for in the applicable Surtax Funding Agreement (which may include advance funding and/or reimbursement-based funding). To the extent permissible under Applicable Law, the Surtax Funding Agreement may be executed after Municipality has expended non-Surtax funds on an Eligible Municipal Project but must be executed before County provides any Transportation Surtax funds for the Eligible Municipal Project, and the applicable Surtax Funding Agreement shall govern the eligibility (if any) of Municipality's earlier expenditures for reimbursement. Funding shall be limited to the funds budgeted and allocated for that project in the then-current Fiscal Year, as distributed by County consistent with this 2025 ILA.

5.2. County's Annual Budget and Five-Year Plan.

5.2.1. Minimum Annual Guarantee Satisfaction through Fiscal Year 2025. The Parties agree and stipulate that to the best of each Party's knowledge, funding allocated by County for Eligible Municipal Projects through the Effective Date meets all Minimum Annual Guarantee obligations through Fiscal Year 2025.

5.2.2. Fiscal Year Budgets and Five-Year Plans for Fiscal Year 2026 through 2033. For Fiscal Year 2026 and continuing through Fiscal Year 2033, in the normal course of County's annual budget and capital improvement planning process, County will, through the County Commission acting within its discretion, allocate funding for projects funded by the Transportation Surtax for the then-current Fiscal Year and approve a Five-Year Plan, including Eligible Municipal Projects and County projects planned to utilize Transportation Surtax funding.

5.2.3. County Commission Approval; Allocation for Eligible Municipal Projects. Through and including Fiscal Year 2033, MAP Administration will develop a proposed Municipal Five-Year Plan that includes at least the Adopted Municipal Transportation Surtax Funding, consistent with prior rankings made under the Second Amendment (subject to this 2025 ILA and any subsequent amendments) and County funding recommendations for the applicable Fiscal Years. MAP Administration will notify the BCCMA and Municipalities of County's proposed Municipal Five-Year Plan and the recommended municipal Transportation Surtax program for the applicable timeframe. As used in this 2025 ILA, an Eligible Municipal Project (including, as applicable, the designated phase of an Eligible Municipal Project) is "funded" when the allocation of funding for the Eligible Municipal Project (or the designated phase, as applicable) is included in County's adopted budget for that Fiscal Year. A list of all municipal Transportation Surtax funded projects (Municipal Capital Projects and Municipal R&M Projects) for Fiscal Years 2020 through 2029 are attached as Exhibit D.

5.2.4. County's Discretion to Reorder Funding of Eligible Municipal Projects. The Parties agree and stipulate that County, with written approval of the County Administrator or their written designee, under the circumstances set forth herein, may deviate from rankings of Eligible Municipal Projects to accelerate or delay funding of an Eligible Municipal Project for the applicable Fiscal Year with the goal of ensuring Transportation Surtax Proceeds are utilized legally, responsibly, efficiently, and with the least disruption to visitors, residents, and businesses. Deviations from rankings of Eligible Municipal Projects in one Fiscal Year shall not operate to automatically modify the order of priority for funding of Eligible Municipal Projects in any subsequent Fiscal Year, which decision shall remain with the County Administrator or their written designee and subject to the provisions of this section. If County uses its discretion pursuant to this section in any Fiscal Year, it shall provide written notice to the impacted Municipality(ies) of such deviation and the reason(s) for such deviation and commit to promptly fund any delayed Eligible Municipal Project(s) once the reason(s) for the deviation as stated in County's written notice are resolved, subject to the availability of Transportation Surtax funds committed by County for the applicable Fiscal Year. The circumstances under which County may exercise its discretion pursuant to this section include but are not limited to the following:

a. Demonstrated need, documented in writing, to coordinate the construction timeline of the applicable Eligible Municipal Project and the timing of other projects that affect the same or nearby transportation elements, to avoid waste;

b. The Eligible Municipal Project is scheduled for construction funding for that Fiscal Year but is not ready for construction to commence for any of the following reasons:

(i) The Municipality does not have 100% complete, signed, sealed, design plans and required construction documents for the project;

(ii) The Municipality has not obtained the written approval necessary to construct the project from the owner(s) of the impacted road(s);

(iii) Right-of-way required to construct the project has not been acquired;

(iv) The permits required to construct the project have not been obtained;

(v) The utility relocation required for the project to begin construction work has not been completed or a utility relocation plan has not yet been approved by all applicable entities;

(vi) Design plans for the Eligible Municipal Project materially change the project in ways that impact the construction phase or otherwise impact the project's statutory eligibility, as determined by the Transportation Surtax General Counsel;

(vii) Non-Transportation Surtax funding required to construct the project is not available; or

(viii) The construction of the project requires coordination with other projects being constructed in the area.

c. The applicable Municipality(ies) fails to execute or materially breaches a Surtax Funding Agreement or this 2025 ILA;

d. The timing of a Municipality's receipt of non-Transportation Surtax funding in the form of grants and/or appropriations necessitates modifying a project schedule; and/or

e. When necessary to comply with the laws, rules, court decisions, orders, and regulations of applicable governmental authorities.

5.3. County Discretion to Terminate Funding for Municipal Capital Projects. MAP Administration may, in its discretion, terminate funding for a Municipal Capital Project, in any phase, if (i) it fails to meet the construction-ready requirements listed in Section 5.2.4. above, or (ii) Municipality fails to enter into a Surtax Funding Agreement within 180 days after (a) the project's funding is appropriated by the County Commission, and (b) all prior phases and County reviews and approvals of the project have been completed (e.g., OESBD review, etc.). If a project is terminated, it will lose its ranking and its allocated funding will become available to fund other Eligible Municipal Projects for any of the applicable Municipalities in the then-current Fiscal Year or within two (2) Fiscal Years thereafter, whether through the Formula-based Funding or by additional funding being made available to the Grant Match Program or for Municipal Capital Project Contingency (construction projects only). Such reallocated funding from terminated projects shall count towards County's satisfaction of the Minimum Annual Guarantee in the Fiscal Year in which the funding was originally intended to be spent and not in the Fiscal Year in which it was reallocated to other Eligible Municipal Projects. A Municipality may elect to resubmit for consideration, in a subsequent Fiscal Year, an Eligible Municipal Project previously terminated by County. If Municipality disagrees with MAP Administration's termination of a project pursuant to this section, Municipality may, within fifteen (15) days after MAP Administration provides written notice to Municipality of termination, provide MAP Administration with written notice of its intent to seek further review of the termination and request for up to an additional ninety (90) day extension from County to either satisfy the conditions that were the basis of the determination to terminate or have the project be placed under a Surtax Funding Agreement, as applicable. Municipality shall, within thirty (30) days after timely providing notice of its intent to seek further review, provide MAP Administration with all documentation and other materials it wishes to have considered by the County Administrator. The decision of the County Administrator

on whether to confirm the termination or provide the extension to Municipality is final. If the County Commission amends the Transportation Surtax Ordinance to authorize the Oversight Board to perform the functions of County Administrator set forth in this section regarding review and consideration of extension requests, all references to the County Administrator in this section relating to extension requests shall be automatically replaced with "Oversight Board."

5.4. County's Discretion to Deliver an Eligible Municipal Project. County may elect, at any time prior to executing a Surtax Funding Agreement for the project and with the consent of the applicable Municipality(ies) (which consent shall not be unreasonably withheld), to have County or FDOT deliver any Eligible Municipal Project. County will provide written notice to the Municipality of its intent to deliver the project. In such circumstances, the funding that would have been provided to Municipality for it to deliver the Eligible Municipal Project will be retained by County and/or paid to FDOT for the construction of the project. Notwithstanding the delivery of an Eligible Municipal Project by County or FDOT, the funding for the project will be counted toward that Fiscal Year's satisfaction of County's Minimum Annual Guarantee obligations.

5.5. Surtax Funding Agreements. For each Eligible Municipal Project, the Municipalities shall receive Transportation Surtax Proceeds from County subject to and upon execution of a Surtax Funding Agreement between County and Municipality. Transportation Surtax-funded Eligible Municipal Projects must comply with the County Business Enterprise Program (in effect at the time the Surtax Funding Agreement is executed) and include a CBE goal as determined by the Office of Economic and Small Business Development. As of the Effective Date, each Eligible Municipal Project (other than On-demand Transportation Services) shall include, to the extent permitted by Applicable Law, at least a 30% CBE commitment of the Transportation Surtax Proceeds utilized for the project, unless such requirement is determined inapplicable by the Director of County's Office of Economic and Small Business Development or is modified or waived by the County Commission. In addition to the foregoing, each Surtax Funding Agreement will include various requirements that Municipality must agree to in connection with the project, including without limitation requirements that it comply with all Applicable Law relating to the procurement of the contractor performing the work, the utilization of certain provisions contained within County's surtax-funded construction contract, obligations to provide financial and status reports regarding the project for the project's duration, adequate supporting documentation, and such other requirements as may be requested by MAP Administration.

ARTICLE 6. ADDITIONAL REQUIREMENTS

6.1. Each Municipality shall: (a) fully comply and otherwise fully cooperate with the auditing, project review, and oversight requirements stated in Section 31½-71, et seq., Broward County Code of Ordinances, as same may be amended by County; (b) ensure that all of its expenditures of Transportation Surtax Proceeds are consistent with Applicable Law and with any conditions required by the County Commission; and (c) comply with the reporting requirements stated in the applicable Surtax Funding Agreement, which may include requirements to report project financials, performance data, and deliverables, as may be prescribed by MAP Administration.

6.2. Reporting and Accounting. Each Municipality receiving Transportation Surtax Proceeds shall deposit and maintain all Transportation Surtax Proceeds in a segregated fund or account, which shall be subject to annual reporting by Municipality as part of Municipality's required independent financial audit, along with audit by County and/or the Oversight Board. Any interest earned or proceeds received by Municipality for any Transportation Surtax funds shall constitute Transportation Surtax Proceeds and may only be utilized by Municipality for Eligible Municipal Projects and in accordance with the terms of the applicable Surtax Funding Agreement. Upon prior written approval by County, Municipality may utilize other methods of separate accounting for the Transportation Surtax Proceeds provided the accounting method permits a full and complete audit of the funds.

6.3. Permitting. To limit public inconvenience and facilitate the expeditious and efficient completion of projects funded with Transportation Surtax Proceeds, for any project funded by Transportation Surtax Proceeds that is performed by County and is in whole or in part within the geographical boundaries of Municipality, that Municipality shall waive, unless prohibited by applicable state or federal law, all municipal permitting requirements, except that this requirement shall not apply to any portion of construction work performed by County that will be owned, operated, and maintained by that Municipality. This waiver shall apply to, without limitation, the requirements of permit application, permit issuance, inspections, and permitting fees. County shall be responsible for ensuring adequate plan review, inspections, and compliance with state and County standards for work performed by County. County shall waive all County permitting fees for Municipal Capital Projects and Municipal R&M Projects unless and to the extent prohibited by applicable state or federal law.

6.4. Road Closures. To the extent requested by County, each Municipality shall institute and comply with a cooperative notification program, in a format prescribed by County, that ensures County is promptly notified and promptly provided with data reasonably requested by County regarding all municipal roads in Municipality that are closed for any reason, including but not limited to construction of Eligible Municipal Projects, other construction, or flooding.

6.5. Branding and Marketing. Each Municipality shall participate in reasonable branding and marketing efforts in the manner and content prescribed by County, including but not limited to signage prominently acknowledging that the applicable projects are funded with Transportation Surtax Proceeds. Such branding and marketing shall utilize County-approved wording, logos, or other imagery that acknowledges the project contributions of County, the applicable Municipality or Municipalities, and other participating agencies, when applicable. Municipalities receiving Transportation Surtax funds must coordinate with MAP Administration regarding the type, location, and quantities of signage for each project. The costs for all construction signage, memorialized signage, and other branding and marketing materials requested by County pursuant to this section shall be paid by MAP Administration using Transportation Surtax Proceeds. County branding and marketing materials for Eligible Municipal Projects does not count towards the Minimum Annual Guarantee.

6.6. Data Collection and Sharing. To the extent requested by MAP Administration, each Municipality shall ensure that each of its projects funded in whole or in part with Transportation Surtax Proceeds includes incorporation and placement of sensors or other devices on municipal roads, rights-of-way, properties, and assets, for County-approved applications for mobility-related data collection purposes, provided such placement shall not unreasonably interfere with the aesthetics or Municipality's use of such roads, rights-of-way, properties, or assets. County shall fund the costs for any such incorporation and placement requested by County. To the extent that Municipality controls data collection from these sensors or other devices, each Municipality shall ensure the collection of data includes and is consistent with the scope, type, frequency, quantity, and format requested by County to facilitate countywide collection and utilization of transportation data. For the useful life of the applicable Eligible Municipal Project, to the extent requested by MAP Administration, each Municipality shall provide County with all access to such data, including recurring or real-time access or periodic download, as appropriate.

ARTICLE 7. GENERAL PROVISIONS

7.1. Term of Agreement. This 2025 ILA shall remain in full force and effect until all Transportation Surtax Proceeds paid by County for Eligible Municipal Projects have been fully expended by all Municipalities and ninety (90) days have elapsed after the Oversight Board has completed its review of each applicable Party's final audit.

7.2. No Impact on Future Levies. Nothing in this 2025 ILA shall impact in any way, whatsoever, any future ballot question 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.

7.3. Funding Limited to Transportation Surtax Proceeds. County's funding obligations under this 2025 ILA shall be met using only Transportation Surtax Proceeds, and all funding provided by County shall be consistent with and subject to Applicable Law, including Section 129.01, Florida Statutes. Should there be a change in Applicable Law that results in the elimination or otherwise materially modifies the Transportation Surtax (e.g., a requirement that County reduce *ad valorem* taxes as a condition of keeping the Transportation Surtax, etc.), County shall have the right, in the County Commission's discretion, to terminate this 2025 ILA and any Surtax Funding Agreement then in effect, with such termination(s) effective as of the change in Applicable Law, and no further funding obligations pursuant to this 2025 ILA or the applicable Surtax Funding Agreement shall remain after the effective date of such termination. Notwithstanding the termination right referenced in the prior sentence, Surtax Funding Agreements that were executed prior to the effective date of the change in Applicable Law will not be terminated so long as the change in Applicable Law contains a "grandfathering" provision that permits County to continue funding such Surtax Funding Agreements with Transportation Surtax Proceeds through the expiration of such agreements. Any termination by County pursuant to this section shall not constitute a breach of any obligations to the Municipalities hereunder or under any Surtax Funding Agreement.

7.4. Amendment. This 2025 ILA may be amended, and such amendment shall be binding on all Parties, as follows:

7.4.1. By a written document formally approved by County and by such Municipalities that both (i) constitute a majority of Municipalities that are a Party to this 2025 ILA, and (ii) cumulatively represent more than 50% of Broward County's total population; and

7.4.2. Notwithstanding Section 7.4.1 above, no amendment that directly or indirectly: (i) creates any additional liability or obligation of any one Party (but not all Parties); (ii) disproportionately removes a right of only one Party; or (c) has a disproportionate, material adverse effect on any Party, will be effective unless it is approved by such Party (or Parties) as evidenced by the adoption of a resolution approving the amendment by that Party's (or Parties') elected body.

7.5. Governing Law, Venue, and Waiver of Jury Trial. This 2025 ILA 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, on in connection with this 2025 ILA shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. **BY ENTERING INTO THIS 2025 ILA, EACH PARTY 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 2025 ILA.**

7.6. Counterparts. This 2025 ILA may be executed in counterparts, whether signed physically or electronically, each of which shall be deemed an original, but all of which, taken together, shall constitute one and the same agreement.

7.7. 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 2025 ILA by one or more Municipalities, 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 2025 ILA.

7.8. Notices. For a notice to a Party to be effective, notice must be sent via U.S. first-class mail, hand delivery, or commercial overnight delivery, each with contemporaneous copy via email, to the addresses listed below and shall be effective upon mailing or hand delivery (provided the contemporaneous email is also sent). The addresses for notices shall remain as set forth in this section unless and until changed by providing notice of such change in accordance with the provisions of this section.

As to County: Broward County Administrator
 115 S. Andrews Avenue, Room 409
 Fort Lauderdale, FL 33301
 Email: mcepero@broward.org

With a copy to: Broward County Attorney
115 S. Andrews Avenue, Room 423
Fort Lauderdale, FL 33301
Email: nklitsberg@broward.org
ameyers@broward.org

As to Municipality: Manager/Administrator
Name, address, and current email provided on signature page

With a copy to: Municipal Attorney
Name, address, and current email provided on signature page

As to BCCMA: BCCMA President
Name, address, and current email provided on signature page

With a copy to: BCCMA Counsel
Name, address, and current email provided on signature page

A Party's notice address may be changed at any time by that Party giving notice of such change consistent with the requirements of this section.

7.9. Entire Agreement. This 2025 ILA constitutes the final and complete understanding of the Parties regarding the subject matter of the items addressed herein, and except as expressly provided for in this 2025 ILA, supersedes the Original ILA, the First Amendment, the Second Amendment, and all prior and contemporaneous negotiations and discussions regarding that subject matter. There is no commitment, agreement, or understanding concerning the subject matter of this 2025 ILA that is not expressly contained herein, except for those contained in Surtax Funding Agreements relating to specific Eligible Municipal Projects (whether associated with Community Shuttle, Municipal R&M Project, Municipal Capital Project, or otherwise). To the extent of any conflict between or among this 2025 ILA, the Original ILA, First Amendment, or Second Amendment, the provisions of this 2025 ILA shall prevail.

7.10. Headings. The section and subsection headings in this 2025 ILA are inserted for convenience only and shall not affect in any way the meaning or interpretation of this 2025 ILA.

7.11. Joint Preparation. The preparation of this 2025 ILA 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.

7.12. Severability. If any portion of this 2025 ILA 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 this 2025 ILA in a manner designed to effectuate the intent of the Parties.

7.13. 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 preparation of this 2025 ILA.

7.14. Individual Liability. Except for the obligations of Municipalities to defend, indemnify, and/or hold County harmless as provided for in this 2025 ILA or in an individual agreement associated with an Eligible Municipal Project, each Party agrees and commits to fully comply with the obligations of this 2025 ILA for that Party, with each Party only being responsible for its own compliance; a default by any one Party of any obligation under this 2025 ILA shall not constitute a default by any other Party.

7.15. Waiver and Release. Each Party agrees and stipulates that as of the Effective Date, there has been no known breach, by any Party, of any right, obligation, term, or other condition of the Original ILA, the First Amendment, and/or the Second Amendment. To the extent any Party has actual knowledge of any potential claim for a breach or default under the Original ILA, the First Amendment, and/or the Second Amendment that accrued prior to the Effective Date, each Party fully waives and releases such claims against each other Party. Notwithstanding anything in this section to the contrary, this section shall not in any way impact any claims, defenses, or rights that a Party may have pursuant to a Surtax Funding Agreement that was executed prior to the Effective Date and during the effective period of the Original ILA, the First Amendment, or the Second Amendment.

7.16. Measurement of Time; Time of the Essence. All time periods referenced in this 2025 ILA shall be measured in calendar days. Time is of the essence for all Municipality obligations under this 2025 ILA.

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IN WITNESS WHEREOF, the Parties have made and executed this 2025 Amended and Restated Transportation System Surtax Interlocal Agreement (Third Amendment) on the respective dates under each signature: BROWARD COUNTY, through its Board of County Commissioners, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the 10th day of June, 2025 (Agenda Item 65); the BCCMA, signing by and through its authorized officer or official; and each Municipality, signing by and through its authorized officer or official.

COUNTY

ATTEST:

Broward County, by and through
its Board of County Commissioners

By: _____
Broward County Administrator, as
ex officio Clerk of the Broward County
Board of County Commissioners

By: _____
Mayor
____ day of _____, 20__

Approved as to form by
Andrew J. Meyers
Broward County Attorney
115 South Andrews Avenue, Suite 423
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600

By: _____
Nathaniel A. Klitsberg (Date)
Transportation Surtax General Counsel

NAK
Amended and Restated ILA (3rd Amendment) 5-14-25.docx
06/09/2025
#1168734.20

**2025 AMENDED AND RESTATED
TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT (THIRD AMENDMENT)**

CITY/TOWN/VILLAGE OF _____ through its governing body, signing by and through its _____, authorized to execute the same by action of its governing body on the _____ day of _____, 2025.

MUNICIPALITY

WITNESS:

Signature of Witness

By: _____
_____, Mayor

Print or Type Name of Witness

_____ day of _____, 2024

Signature of Witness

By: _____
_____, Municipal Manager

Print or Type Name of Witness

_____ day of _____, 2024

ATTEST:

Notices to Municipality: (name/address/email)

Municipal Clerk

Approved as to legal form by:

Municipal Attorney

With a copy to Municipality Counsel:

**2025 AMENDED AND RESTATED
TRANSPORTATION SYSTEM SURTAX INTERLOCAL AGREEMENT (THIRD AMENDMENT)**

The Broward County City Managers Association, Inc., through its governing body, signing by and through its _____, authorized to execute the same by BCCMA action on the _____ day of _____, 2025.

BCCMA

WITNESS:

Signature of Witness

By: _____
Signature

Print or Type Name of Witness:

Print Name/Title:

_____ day of _____, 2024

Signature of Witness

Print or Type Name of Witness

Approved as to form by:
BCCMA Counsel

Notices to BCCMA: (name/address/email)

Signature

Print Name

With a copy to BCCMA Counsel:

EXHIBIT A

Cycle 1 Municipal Capital Projects (MCP) Not Under a Surtax Funding Agreement

Project ID	FY Approved	Municipality
COOP-036	2020	Cooper City
DEER-003	2020	Deerfield Beach
LLAK-006	2020	Lauderdale Lakes
MARG-002	2020	Margate
MARG-047	2020	Margate
OAKL-007	2020	Oakland Park
PPIN-039	2020	Pembroke Pines
PPRK-010	2020	Pembroke Park
SUNR-075	2020	Sunrise
TAMA-008	2020	Tamarac
WILT-009	2020	Wilton Manors
WPRK-007	2020	West Park

**Cycle 1 Municipal Rehabilitation & Maintenance Projects (R&M)
Not Under a Surtax Funding Agreement**

Project ID	FY Approved	Municipality
DBEACH-FY2020-00001	2020	Dania Beach
FTLAUD-FY2020-00001	2020	Fort Lauderdale
HBEACH-FY2020-00001	2020	Hallandale Beach
LAHILL-FY2020-00001	2020	Lauderhill
LHPOINT-FY2020-00001	2020	Lighthouse Point
LHPOINT-FY2020-00002	2020	Lighthouse Point
LLAKES-FY2020-00001	2020	Lauderdale Lakes
MARG-FY2020-00001	2020	Margate
MARG-FY2020-00002	2020	Margate
MARG-FY2020-00003	2020	Margate
MARG-FY2020-00004	2020	Margate
NRTHLAUD-FY2020-00006	2020	North Lauderdale
NRTHLAUD-FY2020-00008	2020	North Lauderdale
OAKLAND-FY2020-00003	2020	Oakland Park
SUNRISE-FY2020-00003	2020	Sunrise
SUNRISE-FY2020-00006	2020	Sunrise

EXHIBIT B
Fiscal Year 2026 Formula-based Funding Amounts

Municipal Centerline Mileage (Data as of September 30, 2023)				Formula Allocation by Municipality FY2026	
Municipality	Municipal Roads			Amount: \$30,000,000	
	Paved	Unpaved	Total Miles	Percentage of Centerline Miles ⁽¹⁾	Surtax Allocation ⁽²⁾
Coconut Creek	48.000	0.000	48.000	1.14%	\$343,110
Cooper City	75.040	0.000	75.040	1.79%	\$536,396
Coral Springs	226.100	0.000	226.100	5.39%	\$1,616,193
Dania Beach	93.265	0.000	93.265	2.22%	\$666,671
Davie	310.210	5.500	315.710	7.52%	\$2,256,738
Deerfield Beach	146.600	0.000	146.600	3.49%	\$1,047,917
Ft. Lauderdale	509.500	27.900	537.400	12.80%	\$3,841,408
Hallandale Beach	68.193	0.000	68.193	1.62%	\$487,453
Hillsboro Beach ⁽³⁾	0.500	0.000	0.500	0.01%	\$3,574
Hollywood	365.370	61.100	426.470	10.16%	\$3,048,465
Lauderdale-By-The-Sea	16.680	0.000	16.680	0.40%	\$119,231
Lauderdale Lakes	44.000	0.000	44.000	1.05%	\$314,518
Lauderhill	106.500	0.000	106.500	2.54%	\$761,276
Lazy Lake Village	2.000	0.000	2.000	0.05%	\$14,296
Lighthouse Point	45.500	0.000	45.500	1.08%	\$325,240
Margate	101.090	0.000	101.090	2.41%	\$722,605
Miramar	166.380	0.000	166.380	3.96%	\$1,189,307
North Lauderdale	54.000	0.000	54.000	1.29%	\$385,999
Oakland Park	115.000	0.000	115.000	2.74%	\$822,036
Parkland	29.200	0.000	29.200	0.70%	\$208,726
Pembroke Park	9.900	0.000	9.900	0.24%	\$70,767
Pembroke Pines	469.850	0.000	469.850	11.20%	\$3,358,551
Plantation	219.800	0.000	219.800	5.24%	\$1,571,160
Pompano Beach	279.208	0.000	279.208	6.65%	\$1,995,816
Sea Ranch Lakes	2.040	0.000	2.040	0.05%	\$14,582
Southwest Ranches	67.600	0.300	67.900	1.62%	\$485,358
Sunrise	186.020	8.400	194.420	4.63%	\$1,389,740
Tamarac	136.860	0.000	136.860	3.26%	\$978,294
West Park	51.550	0.000	51.550	1.23%	\$368,486
Weston	100.743	0.000	100.743	2.40%	\$720,125
Wilton Manors	47.000	0.000	47.000	1.12%	\$335,962
TOTALS	4,093.699	103.200	4,196.899	100%	\$30,000,000

Source: 2023 City County Mileage, FDOT City/County Road Mileage Report, Retrieved from https://ftp.fdot.gov/public/folder/nNfIAvma106mshfAabOmyQ/City_and_County_Roads [BCCMA Surtax Subcommittee]

Notes:

- (1) **Percentage of Centerline Miles** is calculated using the Total of Paved + Unpaved Municipal-owned Roads
- (2) **Surtax Allocation** is obtained by applying the **Percentage of Centerline Miles** by Municipality to \$30,000,000
- (3) Hillsboro Beach reports both .5 public miles, and 0; allocation calculated with 0.5 miles

EXHIBIT C
List of Municipal Capital Project Tails

Surtax Municipal Capital Project Information for Projects with Unfunded Tails ⁽¹⁾								
Project Information				Project Phase & Future Programming Information			Unfunded Phase(s) & Future Funding Information	
	Municipality	Project ID	Project Name	Funded Phase	Fiscal Year Programmed	Amount Programmed	Unfunded Phase	Estimated Cost (2)
1	Wilton Manors	WILT-22-001	Five Points Redesign Project Construction Phase	Design	2026	\$ 500,000.00	Construction	\$ 4,725,000
2	Miramar	MIRA-017	Bass Creek Road Expansion from SW 148th Avenue to FL Turnpike	Design	2027	\$ 506,520.00	Construction	\$ 4,280,128
3	Oakland Park	OAKL-22-020	NE 6th Avenue Improvements	Planning	2028	\$ 552,779.00	Design & Construction	\$ 12,823,731
4	Oakland Park	OAKL-22-003	NW 39th Street Improvements	Planning	2028	\$ 235,414.00	Design & Construction	\$ 3,554,459
5	Fort Lauderdale	FORT-22-001	SW 14 Avenue and Middle Street capacity increase and added parking lane	Design	2028	\$ 223,320.00	Construction	\$ 7,882,936
6	West Park	WPRK-001	County Line Road from SW 56th Avenue to South State Road 7 Improvement	Design	2027	\$ 115,400.00	Construction	\$ 1,350,729
7	Weston	WEST-312	South Post Road Roadway Improvements	Design	2027	\$ 1,181,617.00	Construction	\$ 10,851,452
8	Miramar	MIRA-013	SW 184th Avenue Expansion from Miramar Parkway to Pembroke Road	Design	2028	\$ 1,527,120.00	Construction	\$ 25,106,984

Notes:

- (1) Projects #1-5 were recommended by the MPO for construction funding in new fifth year of Municipal Five-Year Plan (FY2030), totaling \$33,266,254.
- (2) Estimated cost utilized for unfunded phases is based on the data and report created by the MPO, titled "Ranking and Recommendations Cycle 6 Results," submitted to the County on April 15, 2025.

EXHIBIT D

Municipal Five-Year Plans for Fiscal Years 2020 - 2029

TYPE	CYCLE	MUNICIPALITY	PROJECT ID	FY 2020	PH	FY 2021	PH	FY 2022	PH	FY 2023	PH	FY 2024	PH	FY 2025	PH	FY 2026	PH	FY 2027	PH	FY 2028	PH	FY 2029	PH	Total
FBM	1	Lauderhill	BC-LAHLH-FY2020-00001	\$ 15,500	C																			\$ 15,500
FBM	1	Plantation	BC-PLANT-FY2020-00002	\$ 2,749,823	C																			\$ 2,749,823
FBM	1	Fort Lauderdale	BC-FLAUD-FY2020-00002	\$ 2,553,217	C																			\$ 2,553,217
FBM	1	Hollywood	BC-HLYWD-FY2020-00003	\$ 1,666,863	C																			\$ 1,666,863
FBM	1	Fort Lauderdale	BC-FLAUD-FY2020-00004	\$ 1,617,300	C																			\$ 1,617,300
FBM	1	Hollywood	BC-HLYWD-FY2020-00001	\$ 2,967,457	C																			\$ 2,967,457
FBM	1	Tamarac	BC-TAM-FY2020-00001	\$ 2,817,339	C																			\$ 2,817,339
FBM	1	Coconut Creek	BC-COCREEK-FY2020-00001	\$ 3,000,000	C																			\$ 3,000,000
FBM	1	Deerfield Beach	BC-DFBEACH-FY2020-00001	\$ 791,219	C																			\$ 791,219
FBM	1	Southwest Ranches	BC-SWRANCHES-FY2020-00001	\$ 1,223,165	C																			\$ 1,223,165
FBM	1	Lighthouse Point	BC-LHPOINT-FY2020-00001	\$ 913,588	C																			\$ 913,588
FBM	1	Oakland Park	BC-OAKLAND-FY2020-00001	\$ 2,981,440	C																			\$ 2,981,440
FBM	1	Miramar	BC-MIRAM-FY2020-00003	\$ 2,234,426	C																			\$ 2,234,426
FBM	1	Southwest Ranches	BC-SWRANCHES-FY2020-00001	\$ 737,005	C																			\$ 737,005
FBM	1	Hollywood	BC-HLYWD-FY2020-00003	\$ 1,038,006	C																			\$ 1,038,006
FBM	1	Hallandale Beach	BC-HBALACH-FY2020-00001	\$ 2,971,710	C																			\$ 2,971,710
FBM	1	Oakland Park	BC-OAKLAND-FY2020-00002	\$ 2,072,800	C																			\$ 2,072,800
FBM	1	Miramar	BC-MIRAM-FY2020-00002	\$ 1,854,177	C																			\$ 1,854,177
FBM	1	Weston	BC-WESTON-FY2020-00004	\$ 72,765	C																			\$ 72,765
FBM	1	Cooper City	BC-COOPCITY-FY2020-00001	\$ 1,036,960	C																			\$ 1,036,960
FBM	1	Dania Beach	BC-DBEACH-FY2020-00001	\$ 297,905	C																			\$ 297,905
FBM	1	Miramar	BC-MIRAM-FY2020-00001	\$ 1,999,001	C																			\$ 1,999,001
FBM	1	Coral Springs	BC-CSPRINGS-FY2020-00001	\$ 399,406	C																			\$ 399,406
FBM	1	North Lauderdale	BC-NRTHLAUD-FY2020-00008	\$ 1,440,093	C																			\$ 1,440,093
FBM	1	Margate	BC-MARG-FY2020-00002	\$ 293,350	C																			\$ 293,350
FBM	1	Weston	BC-WESTON-FY2020-00001	\$ 596,268	C																			\$ 596,268
FBM	1	Fort Lauderdale	BC-FLAUD-FY2020-00001	\$ 1,252,300	C																			\$ 1,252,300
FBM	1	Margate	BC-MARG-FY2020-00001	\$ 176,064	C																			\$ 176,064
FBM	1	Lighthouse Point	BC-LHPOINT-FY2020-00002	\$ 1,051,247	C																			\$ 1,051,247
FBM	1	North Lauderdale	BC-NRTHLAUD-FY2020-00006	\$ 2,914,575	C																			\$ 2,914,575
FBM	1	Sunrise	BC-SUNRISE-FY2020-00003	\$ 852,796	C																			\$ 852,796
FBM	1	Pembroke Pines	BC-PBRKPIES-FY2020-00001	\$ 483,380	C																			\$ 483,380
FBM	1	Weston	BC-WESTON-FY2020-00002	\$ 191,834	C																			\$ 191,834
FBM	1	Fort Lauderdale	BC-FLAUD-FY2020-00003	\$ 522,757	C																			\$ 522,757
FBM	1	Margate	BC-MARG-FY2020-00003	\$ 1,053,134	C																			\$ 1,053,134
FBM	1	Wilton Manors	BC-WMANORS-FY2020-00001	\$ 1,334,667	C																			\$ 1,334,667
FBM	1	Wilton Manors	BC-WMANORS-FY2020-00003	\$ 1,425,600	C																			\$ 1,425,600
FBM	1	Wilton Manors	BC-WMANORS-FY2020-00002	\$ 1,651,467	C																			\$ 1,651,467
FBM	1	Sunrise	BC-SUNRISE-FY2020-00006	\$ 1,853,260	C																			\$ 1,853,260
FBM	1	Lauderdale Lakes	BC-LLAKE-FY2020-00001	\$ 400,000	C																			\$ 400,000
MCP	1	Wilton Manors	WLT-006	\$ 247,711	C																			\$ 247,711
MCP	1	Sunrise	SUNR-025.1	\$ 5,180,000	C																			\$ 5,180,000
MCP	1	Pompano Beach	POMP-004	\$ 1,174,741	C																			\$ 1,174,741
MCP	1	North Lauderdale	NLAU-007.1	\$ 1,998,187	C																			\$ 1,998,187
MCP	1	Weston	WEST-224	\$ 1,612,082	C																			\$ 1,612,082
MCP	1	West Park	WPRK-004	\$ 1,638,987	C																			\$ 1,638,987
MCP	1	Coral Springs	CORA-115.1	\$ 496,917	C																			\$ 496,917
MCP	1	Dania Beach	DANI-009	\$ 2,181,740	C																			\$ 2,181,740
MCP	1	Dania Beach	DANI-003	\$ 4,859,167	C																			\$ 4,859,167
MCP	1	Cooper City	COOP-036	\$ 30,000	C																			\$ 30,000
MCP	1	Hallandale Beach	HALL-026	\$ 513,600	C																			\$ 513,600
MCP	1	Deerfield Beach	DEER-003	\$ 800,000	C																			\$ 800,000
MCP	1	Southwest Ranches	SWRA-032	\$ 124,000	C																			\$ 124,000
MCP	1	Oakland Park	OAKL-099	\$ 330,000	C																			\$ 330,000
MCP	1	Hollywood	HOLL-064	\$ 5,000,000	C																			\$ 5,000,000
MCP	1	Pembroke Park	PBRK-002					\$ 1,272,115	C															\$ 1,272,115
MCP	1	Fort Lauderdale	FORT-122	\$ 2,596,668	C																			\$ 2,596,668
MCP	1	Tamarac	TAMA-003.1	\$ 528,902	C																			\$ 528,902
MCP	1	Wilton Manors	WLT-012	\$ 629,804	C																			\$ 629,804
MCP	1	Pompano Beach	POMP-006	\$ 3,741,868	C																			\$ 3,741,868
MCP	1	Hallandale Beach	HALL-005	\$ 2,977,563	C																			\$ 2,977,563
MCP	1	Dania Beach	DANI-001	\$ 1,000,000	C																			\$ 1,000,000
MCP	1	Hollywood	HOLL-035	\$ 700,000	C																			\$ 700,000
MCP	1	Lauderdale Lakes	LLAK-015	\$ 863,663	C																			\$ 863,663
MCP	1	Weston	WEST-309	\$ 219,086	C																			\$ 219,086
MCP	1	Weston	WEST-307.1	\$ 232,739	C																			\$ 232,739
MCP	1	Tamarac	TAMA-014	\$ 445,817	C																			\$ 445,817
MCP	1	Wilton Manors	WLT-013	\$ 639,650	C																			\$ 639,650
MCP	1	Miramar/Pembroke Pines	MIRA-001	\$ 5,930,000	D	\$ 3,500,000	R					\$ 10,000,000	C	\$ 10,000,000	C	\$ 11,000,000	C	\$ 10,000,000	C	\$ 10,000,000	C		\$ 62,430,000	
MCP	1	Fort Lauderdale	FORT-108	\$ 195,000	F					\$ 790,000	D			\$ 2,762,500	C	\$ 2,762,500	C							\$ 6,900,000
MCP	1	Oakland Park	OAKL-023	\$ 945,000	D	\$ 6,930,000	C																	\$ 7,875,000
MCP	1	Coral Springs	CORA-097	\$ 600,000	F			\$ 250,000	D	\$ 9,450,000	C			\$ 250,000	D	\$ 9,450,000	C						\$ 20,000,000	
MCP	1	Pompano Beach	POMP-002	\$ 2,983,200	D			\$ 10,938,400	C				\$ 10,938,400	C										\$ 24,860,000
MCP	1	Hollywood	HOLL-036	\$ 120,000	D	\$ 880,000	C																	\$ 1,000,000
MCP	1	Dania Beach	DANI-016	\$ 360,000	D	\$ 2,640,000	C																	\$ 3,000,000
MCP	1	Pembroke Pines	PPIN-039	\$ 132,938	F									\$ 591,750	D	\$ 3,766,562	C						\$ 4,431,250	
MCP	1	West Park	WPRK-002	\$ 90,000	D	\$ 660,000	C																	\$ 750,000
MCP	1	Lauderdale Lakes	LLAK-006	\$ 215,500	F					\$ 102,000	D			\$ 722,500	C									\$ 850,000
MCP	1	Pembroke Park	PBRK-003	\$ 264,000	D	\$ 220,000	C							\$ 1,909,497	C								\$ 2,393,497	
MCP	1	Weston	WEST-303	\$ 588,000	D								\$ 4,312,000	C									\$ 4,900,000	

TYPE	CYCLE	MUNICIPAL TY	PROJECT D	FY 2020	PH	FY 2021	PH	FY 2022	PH	FY 2023	PH	FY 2024	PH	FY 2025	PH	FY 2026	PH	FY 2027	PH	FY 2028	PH	FY 2029	PH	Total	
MCP	1	Lighthouse Point	LHP-010	\$ 67,500	P							\$ 270,000	D	\$ 1,912,500	C									\$ 2,250,000	
MCP	1	North Lauderdale	NLAU-007.2	\$ 365,218	D			\$ 4,639,782	C															\$ 5,000,000	
MCP	1	Margate	MARG-002	\$ 20,880	D					\$ 153,120	C													\$ 174,000	
MCP	1	Fort Lauderdale	FORT-104	\$ 360,000	D			\$ 2,640,000	C															\$ 3,000,000	
MCP	1	Oakland Park	OAKL-007	\$ 150,000	P																			\$ 150,000	
MCP	1	Coral Springs	CORA-008	\$ 600,000	F									\$ 250,000	D	\$ 9,450,000	C	\$ 9,700,000	C					\$ 20,000,000	
MCP	1	Hollywood	HOLI-038	\$ 150,000	P							\$ 600,000	D	\$ 4,250,000	C									\$ 5,000,000	
MCP	1	Miramar	MIRA-020	\$ 144,000	D					\$ 1,056,000	C													\$ 1,200,000	
MCP	1	Lauderdale Lakes	LAK-016	\$ 15,000	P					\$ 60,000	D					\$ 425,000	C							\$ 500,000	
MCP	1	Sunrise	SUNR-075	\$ 1,110,000	D					\$ 2,860,000	C					\$ 5,280,000	C							\$ 9,250,000	
MCP	1	Davie	DAVI-012	\$ 240,000	D							\$ 1,760,000	C											\$ 2,000,000	
MCP	1	Wilton Manors	WILT-003	\$ 240,000	D					\$ 1,760,000	C													\$ 2,000,000	
MCP	1	West Park	WPRK-003	\$ 420,000	D							\$ 3,080,000	C											\$ 3,500,000	
MCP	1	Weston	WEST-192	\$ 369,600	D							\$ 3,091,549	C											\$ 3,461,149	
MCP	1	Deerfield Beach	DEER-005	\$ 300,000	D					\$ 2,200,000	C													\$ 2,500,000	
MCP	1	North Lauderdale	NLAU-008	\$ 360,000	D			\$ 2,640,000	C															\$ 3,000,000	
MCP	1	Cooper City	COOP-024	\$ 480,000	D							\$ 2,112,000	C	\$ 1,408,000	C									\$ 4,000,000	
MCP	1	Parkland	PARK-002	\$ 312,000	D			\$ 2,288,000	C															\$ 2,600,000	
MCP	1	Margate	MARG-047	\$ 120,000	D									\$ 880,000	C									\$ 1,000,000	
MCP	1	Southwest Ranches	SWRA-022	\$ 5,160	D			\$ 37,840	C															\$ 43,000	
MCP	1	Tamarac	TAMA-001	\$ 120,000	F																			\$ 120,000	
MCP	1	Dania Beach	DANI-017	\$ 865,440	D			\$ 6,346,560	C															\$ 7,212,000	
MCP	1	Coral Springs	CORA-102	\$ 45,000	D									\$ 330,000	C									\$ 375,000	
MCP	1	Miramar/Hembroke Pines	MIRA-005	\$ 252,000	D							\$ 1,848,000	C											\$ 2,100,000	
MCP	1	Lauderdale Lakes	LAK-018	\$ 120,000	D										\$ 880,000	C								\$ 1,000,000	
MCP	1	Hallandale Beach	HALL-019	\$ 180,000	D										\$ 1,320,000	C								\$ 1,500,000	
MCP	1	Davie	DAVI-014	\$ 336,000	D										\$ 2,464,000	C								\$ 2,800,000	
MCP	1	Coconut Creek	COCD-016	\$ 330,600	D									\$ 2,424,400	C									\$ 2,755,000	
MCP	1	West Park	WPRK-008	\$ 240,000	D							\$ 1,760,000	C											\$ 2,000,000	
MCP	1	Pompano Beach	POMP-013	\$ 711,452	D							\$ 5,217,316	C											\$ 5,928,768	
MCP	1	Parkland	PARK-007	\$ 72,000	D										\$ 528,000	C								\$ 600,000	
MCP	1	Margate	MARG-033	\$ 24,000	D										\$ 176,000	C								\$ 200,000	
MCP	1	Hollywood	HOLI-056	\$ 100,000	D							\$ 733,333	C											\$ 833,333	
MCP	3	Miramar	MIRA-017													\$ 506,520	D							\$ 506,520	
MCP	3	West Park	WPRK-001													\$ 115,400	D							\$ 115,400	
MCP	3,4	Davie	DAVI-019													\$ 370,416	D	\$ 5,871,572	C					\$ 6,241,988	
MCP	3	Weston	WEST-312													\$ 1,183,617	D							\$ 1,183,617	
MCP	3,4	Davie	DAVI-002													\$ 367,726	D	\$ 5,619,520	C					\$ 5,987,246	
MCP	3	Oakland Park	OAKL-22-004													\$ 471,137	C							\$ 471,137	
MCP	3,4	Davie	DAVI-011													\$ 333,979	D	\$ 5,796,163	C					\$ 6,128,142	
MCP	3	Lauderhill	LHR-518													\$ 511,563	D	\$ 10,369,448	C					\$ 10,876,011	
R&M	1	Oakland Park	OAKL-2020-003							\$ 510,510	C														\$ 510,510
R&M	1	Coral Springs	CORA-2020-002											\$ 1,712,582	C										\$ 1,712,582
R&M	1	Hallandale Beach	HALL-2020-002							\$ 162,979	C														\$ 162,979
R&M	1	North Lauderdale	NLAU-2020-002													\$ 1,646,365	C							\$ 1,646,365	
R&M	1	Lauderdale Lakes	LAK-2020-002													\$ 2,000,000	C							\$ 2,000,000	
R&M	1	Margate	MARG-2020-004							\$ 123,599	C														\$ 123,599
MCP	4,5	Coconut Creek	COCD-23-007																\$ 1,623,055	D	\$ 14,745,559	C		\$ 16,368,614	
MCP	4,5	Fort Lauderdale	FORT-23-001																\$ 500,000	D	\$ 9,677,609	C		\$ 10,177,609	
MCP	4	Coconut Creek	COCD-23-001																	\$ 6,371,882	C			\$ 6,371,882	
MCP	4	Oakland Park	OAKL-22-020																	\$ 552,779	P			\$ 552,779	
MCP	4	Wilton Manors	WILT-22-001													\$ 500,000	D							\$ 500,000	
MCP	4	Oakland Park	OAKL-22-003																	\$ 235,414	P			\$ 235,414	
MCP	4	Fort Lauderdale	FORT-22-001																	\$ 223,320	D			\$ 223,320	
MCP	4	Miramar	MIRA-013																	\$ 1,527,120	D			\$ 1,527,120	

MCP = Municipal Capital Project; R&M = Rehabilitation & Maintenance Project
 PH = Phases: P - Planning, D - Design, R - Right of Way, C - Construction
 NOTE: MCPs or R&Ms that have been combined with other awarded municipal projects are referred to as "bundles"; only one Project ID associated with a bundle is shown. MCPs or R&Ms that have been withdrawn or removed from the municipal surtax program are not shown.