

BROWARD COUNTY 2004 EAR SUFFICIENCY REMEDIAL RESPONSES

The 2025 LRTP includes \$1,540,000,000 for roadway projects including improvements to FHHS facilities. The 2025 LRTP which was developed with transit improvements as a priority includes \$3,214,000,000 for transit projects. Additionally the 2025 LRTP includes \$62,000,000 for pedestrian projects and \$61,000,000 for bicycle projects.

Action plans will not result in a correction of deficient roadway links. Both the Broward County Metropolitan Planning Organization and the Broward County Commission have made transit improvements a priority over roadway improvements. As discussed further below, the Commission has directed that our present Transportation Concurrency Management System be revised to be Transit Oriented.

- **How many links are physically or policy constrained?**

Most 6-lane facilities are physically constrained.

- **Are permit denials or deferments anticipated as a result of the deficiencies? To what degree would deficits impact ability to redevelop with higher densities/intensities? Where would these problems occur?**

Yes, there might be some denials or deferrals but nearly the entire county is platted and almost totally built out. Currently a large portion of eastern Broward County is included in a transportation concurrency exception area. The exception area is proposed to be eliminated when the proposed transit oriented concurrency system is implemented. The proposed Transit Oriented Concurrency system is proposed to include assessment for development prior to the issuance of building permits, not just for development subject to platting. The proposed Transit Oriented Concurrency system also identifies a condition upon which a permit could be denied.

- **How will the concurrency management system address transit as a mitigation option for future development?**

The mitigation results of the current concurrency system have not varied significantly over the past decade. The common proposals for mitigation are additional turn lanes, signal retiming and occasional bus pullout bays. Often these modifications satisfy the engineering requirements of traffic mitigation, but are not perceived by the community as particularly beneficial.

Recent efforts by County staff to encourage a broadening of mitigation measures has met with limited success, primarily because such efforts involve more time and risk by the developer than the standard approach. In 2000, two commercial properties in the City of North Lauderdale jointly funded the operation of a new community shuttle service for a period of three years, with the County providing the vehicles.

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In the summer of 2000, staff held a series of workshops with interested parties, to discuss potential improvements to the County's transportation concurrency system. The workshops, involving more than 18 hours of discussion among more than 80 participants, resulted in several short-term changes and the decision to work towards a transit based concurrency system.

Many of the workshop participants agreed, that in the long run, the remedy to resolving transportation issues in Broward County would not be to continue adding pavement to the County's roadways, and that the transportation concurrency system should reflect this reality.

Broward County is proposing to convert the regional transportation concurrency system, from a program that is designed to support roadway improvements, to a program that is oriented towards enhancements to public transit service.

Initial direction for this change was by action of the County Commission on June 5, 2001. The motion to initiate the amendment was approved by the County Commission on January 6, 2004. The Board will consider the transmittal of proposed comprehensive plan amendments to create the transit oriented concurrency system as part of the second cycle of comprehensive plan amendments in the fall of 2004.

- **How much funding deficit is forecast for the backlogged facilities?**

The 2025 cost feasible plan is based on \$1.2 billion less than the needs plan for backlogged roadways.

- **How does the cost feasible plan compare to the needs plan?**

The cost feasible plan is \$1.8 billion (\$1.2 billion less for roads and \$0.6 billion less for transit) less than the needs plan for all modes of transportation.

- **What funding constraints exist and what funding alternatives does the plan consider?**

The plan considers funding sources provided by FDOT, the county, local governments and developer contributions. The plan also considered potential funding for the Central Broward Transit Corridor through the new start program by FTA.

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- **How is intergovernmental coordination with municipalities addressed in the transportation planning process?**

All local governments and implemental agencies are represented on the Technical Coordinating Committee. The TCC meets monthly to address the transportation planning process.

The Metropolitan Planning Organization Board which establishes a comprehensive, coordinated, and continuing transportation system for Broward County includes three County Commission representatives and fourteen representatives from Broward municipalities, as well as a South Florida Regional Transportation Authority member, and a School Board member.

South Florida Regional Transportation Authority was created on July 1, 2003, through legislation passed by the Florida Senate and House of Representatives and signed by Governor Jeb Bush. The bill transformed the Tri-County Commuter Rail Authority (Tri-Rail) into the South Florida Regional Transportation Authority (SFRTA.) The SFRTA Board consists of one commissioner from each of the SFRTA counties (Broward, Miami-Dade and Palm Beach), one County Commission appointed Citizen, one Florida Department of Transportation Representative and two Governor's appointees.

The SFRTA was created with a vision to provide greater mobility in South Florida, thereby improving the economic viability and quality of life of the community, region and state. The Authority's mission is to coordinate, develop and implement a viable regional transportation system in South Florida that endeavors to meet the desires and needs for the movement of people, goods and services.

- **How will the particular needs of the transportation disadvantaged be addressed in the future?**

The Commission for the Transportation Disadvantaged develops the five year and 20 year plans for future transportation disadvantaged needs.

The current Broward County policies and programs to address the transportation disadvantaged will continue. These include:

- a) Providing door-to-door public transit service to the transportation disadvantaged.
- b) Reducing the number of ADA non-accessible bus stops. Broward County Transit contracts out to install concrete pads where feasible and coordinates ADA improvements with developers and FDOT.
- c) Continue to maintain the transit fleet 100% assessable to the physically disabled.