

BROWARD COUNTY 2004 EAR SUFFICIENCY REMEDIAL RESPONSES

- **How does comp plan address financial feasibility problems?**

The Comprehensive Plan addresses feasibility problems through policies which:

- a) Help prioritize construction projects to maintain Level of Service Standards (LOSS).
- b) Limit the issuance of development orders only when the availability of infrastructure required to maintain the LOSS is in place.
- c) Continue to allocate funds on the replacement and maintenance of infrastructure to minimize the operating costs and maximize the life of the infrastructure.
- d) Numerous policies under *Objective 14.1* of the Capital Improvement Element promote and address Broward County's ability to deal with financial feasibility.

- **How many links/percentage of links were corrected through capital improvements.**

All of the improvements identified in the Table Completed Roadway Capacity Increase Projects (1996 to 2004) were completed through the capital improvements process. Of the transportation capital projects in the Fiscal Year 2000/2001 – FY 2004/2005 Schedule of Capital Improvements in the Comprehensive Plan, \$68,756,900 was programmed for County Funded Construction Projects (roads), \$10,031,930 was programmed for joint funded construction projects (roads) and \$13,788,560 was programmed for maintenance (roads, railroad crossing, sidewalks, road resurfacing and bridge maintenance).

- **Have action plans been implemented? Were they effective?**

The county has entered into 258 Traffic Concurrency Agreements for road improvements relating to Action Plans. The improvements include traffic signal improvements (re-timings, interconnections), bus bays, turn lanes, add/drop lanes, roundabouts and even road widenings. They are considered effective because they all added capacity to overcrowded roadways.

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

All 6-lane arterial and 10-lane freeways are considered constrained. In addition, there are a few politically constrained facilities such as Cypress Creek Pkwy, US-1 to Dixie Highway, Hiatus Road, SR-84 to Griffin Road, and SR A1A, Sheridan Street to Dania Bch Boulevard.

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- **Were any permits denied or deferred as a result of LOS deficiencies? If so, how many and their locations? Include map.**

Only one plat application was denied due to failure to satisfy traffic concurrency. It was located on the south side of Pines Boulevard between I-75 and SW 160 Avenue in Pembroke Pines. Subsequently, the property was successfully platted. There may be other properties that the owners never attempted to plat due to traffic problems of which we are not aware. A map was not prepared for this one denial.

- **What was the deficit in funding for backlogged conditions at the date of the previous EAR compared to current backlog?**

The difference between the needs assessment and the cost feasible plan at the previous and present EAR can be outlined as follows:

Long Range Transportation Plan Needs Assessment vs. Cost Feasible

L RTP	Needs Assessment	Coast Feasible Plan	Short Fall
2015	\$3.9	\$2.1	\$1.8
2025	\$6.7	\$4.9	\$1.8

Costs represented in \$ billions

The shortfall represents a total shortfall for all modes. In the 2015 LRTP approximately \$1.7 billion of the funding shortfall occurred for roads. In the 2025 LRTP, approximately \$1.2 billion of the funding shortfall is for roads and \$0.6 billion is for transit.

- **Since the last EAR, how well has the cost feasible plan performed in addressing the needs identified in the needs plan?**

The cost feasible plan included the high priority financially feasible transportation improvements. There continues to be a difference of \$1.8 billion.

- **What funding constraints prevented the County from eliminating any deficits or backlogs?**

The financially feasible plan was based on the revenue projections provided by the Florida Department of Transportation and an estimate of revenues from the local option gas tax, impact fees and developer contributions.