

Exhibit A: Regional Mobility and Transportation Surtax Initiative

30-YEAR DETAILED PLAN

OPERATING										
Costs	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Status Quo - Existing Transit Operations	\$114,302,548	\$117,944,394	\$120,998,506	\$124,234,444	\$127,011,406	\$129,867,417	\$132,804,761	\$135,825,800	\$138,932,948	\$141,791,381
Paratransit Operations	\$30,722,766	\$32,549,604	\$34,503,664	\$36,644,581	\$38,880,586	\$41,272,626	\$43,831,698	\$46,578,665	\$49,551,063	\$52,523,664
New 30-yr. Bus Service Plan	\$13,147,623	\$18,341,056	\$26,562,060	\$38,894,543	\$46,352,084	\$59,535,519	\$72,027,953	\$80,629,668	\$95,290,129	\$103,798,953
New Light Rail Transit (LRT)	\$0	\$0	\$0	\$0	\$6,584,227	\$6,781,753	\$6,985,206	\$7,194,762	\$25,842,110	\$26,617,373
Public Works	\$0	\$167,350	\$798,263	\$1,460,824	\$2,034,271	\$2,726,711	\$3,402,167	\$3,995,275	\$4,538,220	\$4,900,769
Transit Security - Operations	\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$2,251,018	\$2,318,548	\$2,388,105	\$2,459,748	\$2,533,540	\$2,609,546
Total Operating Costs	\$160,172,937	\$171,062,403	\$184,984,293	\$203,419,846	\$223,113,590	\$242,502,575	\$261,439,889	\$276,683,918	\$316,688,009	\$332,241,685
Revenues	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Status Quo - Existing Transit Operations	\$127,446,601	\$127,980,824	\$128,541,022	\$129,128,080	\$129,339,836	\$129,520,354	\$129,704,276	\$129,891,689	\$130,082,682	\$130,857,218
Paratransit Operations (State Transportation Disadvantaged Program Grants)	\$3,928,001	\$3,967,281	\$4,006,954	\$4,047,023	\$4,087,494	\$4,128,369	\$4,169,652	\$4,211,349	\$4,253,462	\$4,295,997
Public Works	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Block Grants - New Bus	\$854,596	\$1,192,169	\$1,726,534	\$2,528,145	\$3,012,885	\$3,869,809	\$4,681,817	\$5,240,928	\$6,193,858	\$6,746,932
State Block Grants - New LRT	\$0	\$0	\$0	\$0	\$427,975	\$440,814	\$454,038	\$467,660	\$1,679,737	\$1,730,129
All Other New Revenue	\$363,543	\$408,021	\$573,677	\$821,600	\$3,311,240	\$4,118,149	\$4,884,076	\$5,417,051	\$7,419,947	\$7,981,552
Farebox Revenues - New Bus	\$3,023,953	\$4,218,443	\$6,109,274	\$8,945,745	\$10,660,979	\$16,566,429	\$18,544,824	\$21,916,730	\$23,873,759	\$23,873,759
Farebox Revenues - New LRT	\$0	\$0	\$0	\$0	\$987,634	\$1,017,263	\$1,047,781	\$1,079,214	\$3,876,316	\$3,992,606
Total Operating Revenues	\$135,616,694	\$137,766,738	\$140,957,461	\$145,470,594	\$151,828,043	\$156,787,927	\$161,508,069	\$164,852,714	\$175,422,732	\$179,478,194
Operating Revenues Minus Operating Costs	(\$24,556,244)	(\$33,295,665)	(\$44,026,832)	(\$57,949,253)	(\$71,285,547)	(\$85,714,649)	(\$99,931,820)	(\$111,831,204)	(\$141,265,277)	(\$152,763,492)
New Surtax Funding for Operating	\$24,556,244	\$33,295,665	\$44,026,832	\$57,949,253	\$71,285,547	\$85,714,649	\$99,931,820	\$111,831,204	\$141,265,277	\$152,763,492
CAPITAL										
Costs	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Status Quo - Existing Transit Capital	\$28,759,760	\$31,493,123	\$46,573,263	\$42,456,686	\$25,086,583	\$24,031,335	\$24,220,764	\$25,272,288	\$26,034,737	\$26,392,062
Paratransit Vehicles	\$7,807,600	\$3,128,280	\$3,193,780	\$2,040,980	\$1,996,440	\$1,996,440	\$3,157,100	\$8,771,760	\$4,108,160	\$4,005,980
New 30-yr. Bus Service Plan (New Vehicles)	\$9,922,464	\$4,542,284	\$15,790,113	\$8,433,090	\$8,686,083	\$17,893,330	\$13,822,598	\$7,457,621	\$18,854,221	\$6,473,282
New 30-yr. Bus Service Plan (Replacement Vehicles)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New LRT Infrastructure	\$29,744,318	\$89,232,955	\$89,232,955	\$126,331,036	\$37,098,082	\$222,588,490	\$222,588,490	\$264,342,708	\$41,754,218	\$250,525,306
New LRT Vehicles	\$0	\$27,864,539	\$0	\$0	\$0	\$0	\$62,723,567	\$0	\$0	\$0
Public Works	\$0	\$7,930,917	\$50,284,704	\$58,262,128	\$49,264,418	\$48,443,350	\$57,251,501	\$56,518,103	\$42,647,172	\$81,764,651
New BRT/Rapid Bus Infrastructure	\$20,000,000	\$20,600,000	\$32,039,180	\$11,364,361	\$11,705,292	\$20,866,933	\$21,492,941	\$22,137,730	\$15,201,241	\$15,657,278
New Transit Infrastructure (IT/Sec./Maint. Fac./Shelters/NTCs/P-R)	\$31,225,000	\$55,310,374	\$70,482,622	\$34,970,604	\$11,911,260	\$13,094,001	\$16,880,317	\$20,980,924	\$17,130,861	\$17,687,797
Planning Studies/Passenger Surveys	\$2,275,222	\$2,343,479	\$2,413,783	\$2,486,197	\$2,560,782	\$2,637,606	\$2,716,734	\$2,798,236	\$2,882,183	\$2,968,649
Total Capital Costs	\$129,734,364	\$214,581,410	\$337,874,938	\$286,345,082	\$148,308,939	\$351,551,485	\$424,854,012	\$408,279,369	\$168,612,794	\$405,475,046
Revenues	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Status Quo - Existing Transit Capital	\$25,416,010	\$25,282,810	\$25,403,100	\$25,527,011	\$24,649,256	\$24,750,552	\$24,854,887	\$24,962,352	\$25,073,040	\$25,399,777
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$86,989	\$117,817	\$165,582	\$233,397	\$271,486	\$340,542	\$399,871	\$434,521	\$498,462	\$527,114
FTA Formula Grants (New Bus)	\$730,710	\$989,659	\$1,390,885	\$1,960,533	\$2,280,485	\$2,860,555	\$3,358,914	\$3,649,977	\$4,187,080	\$4,427,754
FTA Formula Grants (New LRT)	\$0	\$0	\$0	\$0	\$390,187	\$390,187	\$390,187	\$390,187	\$1,346,330	\$1,346,330
FTA State of Good Repair Formula Grants (New LRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other New Public Works Grants (FDOT, MPO, FHWA)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA/FDOT New Starts/Small Starts Discretionary Grants (New LRT/BRT)	\$0	\$0	\$0	\$19,476,493	\$19,476,493	\$116,858,957	\$149,788,830	\$132,516,789	\$15,657,832	\$93,946,990
Other New Disc. Grants (25% FTA + 25% FDOT)	\$0	\$0	\$0	\$0	\$0	\$25,927,132	\$26,097,928	\$25,288,137	\$25,593,162	\$19,909,179
Total Capital Revenues	\$29,233,709	\$29,390,285	\$29,959,567	\$50,197,434	\$50,067,908	\$174,127,926	\$207,890,616	\$190,241,963	\$75,355,905	\$148,557,144
Capital Revenues Minus Capital Costs	(\$100,500,655)	(\$185,191,125)	(\$307,915,371)	(\$236,147,648)	(\$98,241,031)	(\$177,423,559)	(\$216,963,396)	(\$218,037,406)	(\$93,256,888)	(\$256,917,862)
New Surtax Funding for Capital	\$100,500,655	\$185,191,125	\$307,915,371	\$236,147,648	\$98,241,031	\$177,423,559	\$216,963,396	\$218,037,406	\$93,256,888	\$256,917,862
Projected 1-cent Sales Tax Revenue	\$202,998,260	\$357,392,936	\$367,042,545	\$376,952,694	\$387,130,417	\$397,582,938	\$408,317,677	\$419,342,255	\$430,664,495	\$442,292,437
(Less 5% of Total Surtax Revenue)	(\$10,149,913)	(\$17,869,647)	(\$18,352,127)	(\$18,847,635)	(\$19,356,521)	(\$19,879,147)	(\$20,415,884)	(\$20,967,113)	(\$21,533,225)	(\$22,114,622)
Remaining Annual Surtax Revenue	\$192,848,347	\$339,523,289	\$348,690,418	\$358,105,059	\$367,773,896	\$377,703,791	\$387,901,793	\$398,375,142	\$409,131,271	\$420,177,815
(Broward Co. Operating & Capital Deficit)	(\$125,056,899)	(\$218,486,790)	(\$351,942,203)	(\$294,096,901)	(\$169,526,579)	(\$263,138,208)	(\$316,895,216)	(\$329,868,610)	(\$234,522,165)	(\$409,681,354)
Total Broward Co. Contingency	\$0	\$10,149,913	\$17,869,647	\$24,979,613	\$25,475,121	\$25,984,007	\$26,506,633	\$27,043,370	\$27,594,599	\$28,160,741
City Allocation (Minimum 10% of Surtax Revenue):										
Direct Funding of Community Shuttle Capital and O&M	\$13,294,397	\$10,501,259	\$11,473,843	\$10,915,028	\$12,637,660	\$17,088,392	\$10,693,690	\$16,350,432	\$12,915,224	\$14,111,379
City Projects	\$0	\$122,744,798	\$23,395,199	\$42,298,979	\$174,815,505	\$86,683,039	\$49,518,735	\$41,361,948	\$69,598,661	\$27,906,402
City Project Contingency	\$0	\$4,166,666	\$0	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$0
TOTAL	\$13,294,397	\$137,412,723	\$34,869,042	\$57,380,673	\$191,619,831	\$107,938,097	\$64,379,091	\$61,879,046	\$86,680,551	\$42,017,781

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OPERATING										
Costs	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Status Quo - Existing Transit Operations	\$144,712,450	\$147,697,535	\$150,748,041	\$153,865,406	\$157,051,097	\$160,306,614	\$163,633,486	\$167,033,276	\$170,507,582	\$174,058,032
Paratransit Operations	\$55,678,645	\$59,027,320	\$62,581,712	\$66,354,593	\$70,359,531	\$74,610,944	\$79,124,150	\$83,915,423	\$89,002,056	\$94,402,421
New 30-yr. Bus Service Plan	\$110,339,050	\$122,655,313	\$129,056,633	\$133,654,311	\$143,829,396	\$151,118,364	\$156,445,253	\$169,384,635	\$177,716,074	\$183,914,457
New Light Rail Transit (LRT)	\$27,415,894	\$28,238,371	\$49,830,343	\$51,325,253	\$52,865,011	\$54,450,961	\$62,824,257	\$64,708,985	\$66,650,254	\$68,649,762
Public Works	\$5,131,193	\$5,689,645	\$6,143,431	\$6,266,147	\$6,783,973	\$7,328,356	\$7,671,828	\$8,210,069	\$8,672,196	\$9,035,002
Transit Security - Operations	\$2,687,833	\$2,768,468	\$2,851,522	\$2,937,067	\$3,025,179	\$3,115,935	\$3,209,413	\$3,305,695	\$3,404,866	\$3,507,012
Total Operating Costs	\$345,965,065	\$366,076,652	\$401,211,682	\$414,402,778	\$433,914,189	\$450,931,173	\$472,908,387	\$496,558,084	\$515,953,028	\$533,566,687
Revenues	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Status Quo - Existing Transit Operations	\$131,641,321	\$132,435,145	\$133,238,851	\$134,052,600	\$134,876,560	\$135,710,901	\$136,555,797	\$137,411,428	\$138,277,976	\$139,155,627
Paratransit Operations (State Transportation Disadvantaged Program Grants)	\$4,338,957	\$4,382,346	\$4,426,170	\$4,470,432	\$4,515,136	\$4,560,287	\$4,605,890	\$4,651,949	\$4,698,469	\$4,745,453
Public Works	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Block Grants - New Bus	\$7,172,038	\$7,972,595	\$8,388,681	\$8,687,530	\$9,348,911	\$9,822,694	\$10,168,941	\$11,010,001	\$11,551,545	\$11,954,440
State Block Grants - New LRT	\$1,782,033	\$1,835,494	\$3,238,972	\$3,336,141	\$3,436,226	\$3,539,312	\$4,083,577	\$4,206,084	\$4,332,267	\$4,462,235
All Other New Revenue	\$8,426,567	\$9,219,729	\$10,904,310	\$11,274,998	\$11,983,175	\$12,521,116	\$13,348,735	\$14,243,959	\$14,866,272	\$15,364,274
Farebox Revenues - New Bus	\$25,377,982	\$28,210,722	\$29,683,026	\$30,740,492	\$33,080,761	\$34,757,224	\$35,982,408	\$38,958,466	\$40,874,697	\$42,300,325
Farebox Revenues - New LRT	\$4,112,384	\$4,235,756	\$7,474,551	\$7,698,788	\$7,929,752	\$8,167,644	\$9,423,639	\$9,705,348	\$9,997,538	\$10,297,464
Total Operating Revenues	\$182,851,282	\$188,291,788	\$197,354,561	\$200,260,981	\$205,170,520	\$209,079,178	\$214,168,988	\$220,188,235	\$224,598,726	\$228,279,818
Operating Revenues Minus Operating Costs	(\$163,113,783)	(\$177,784,864)	(\$203,857,121)	(\$214,141,797)	(\$228,743,668)	(\$241,851,996)	(\$258,739,399)	(\$276,369,849)	(\$291,354,266)	(\$305,286,869)
New Surtax Funding for Operating	\$163,113,783	\$177,784,864	\$203,857,121	\$214,141,797	\$228,743,668	\$241,851,996	\$258,739,399	\$276,369,849	\$291,354,266	\$305,286,869
CAPITAL										
Costs	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Status Quo - Existing Transit Capital	\$26,941,159	\$27,503,089	\$28,078,183	\$28,666,779	\$29,269,227	\$29,885,885	\$30,517,122	\$31,163,315	\$31,824,855	\$32,502,140
Paratransit Vehicles	\$4,166,219	\$4,332,868	\$4,506,183	\$4,686,430	\$4,873,887	\$5,068,843	\$5,271,596	\$5,482,460	\$5,701,759	\$5,929,829
New 30-yr. Bus Service Plan (New Vehicles)	\$0	\$15,261,123	\$3,929,739	\$0	\$15,008,617	\$4,294,132	\$0	\$16,400,321	\$4,692,314	\$0
New 30-yr. Bus Service Plan (Replacement Vehicles)	\$0	\$0	\$14,147,061	\$6,476,210	\$22,512,926	\$12,023,570	\$12,384,277	\$25,511,611	\$19,707,719	\$10,632,784
New LRT Infrastructure	\$250,525,306	\$264,090,798	\$13,565,492	\$81,392,952	\$81,392,952	\$81,392,952	\$0	\$0	\$0	\$0
New LRT Vehicles	\$70,595,927	\$0	\$0	\$0	\$33,106,808	\$0	\$0	\$0	\$0	\$0
Public Works	\$48,725,088	\$16,527,101	\$49,295,552	\$40,118,604	\$72,989,863	\$71,712,512	\$54,656,988	\$35,894,834	\$83,194,742	\$34,530,854
New BRT/Rapid Bus Infrastructure	\$16,126,997	\$27,684,677	\$28,515,218	\$32,307,742	\$15,125,897	\$15,579,677	\$19,256,477	\$16,528,476	\$17,024,331	\$17,535,061
New Transit Infrastructure (IT/Sec./Maint. Fac./Shelters/NTCs/P-R)	\$13,781,862	\$14,195,318	\$18,673,190	\$22,385,463	\$18,785,245	\$19,250,594	\$16,456,265	\$16,949,952	\$22,296,766	\$26,729,414
Planning Studies/Passenger Surveys	\$3,057,708	\$3,149,439	\$3,243,923	\$3,341,240	\$3,441,477	\$3,544,722	\$3,651,063	\$3,760,595	\$3,873,413	\$3,989,616
Total Capital Costs	\$433,920,267	\$372,744,414	\$163,954,540	\$219,375,420	\$296,506,899	\$242,752,883	\$142,193,788	\$151,691,565	\$188,315,898	\$131,849,697
Revenues	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038
Status Quo - Existing Transit Capital	\$25,732,061	\$26,070,017	\$26,413,771	\$26,763,454	\$27,119,201	\$27,481,148	\$27,849,438	\$28,224,214	\$28,605,627	\$28,993,830
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$543,982	\$587,032	\$599,663	\$602,934	\$629,903	\$642,534	\$645,805	\$678,814	\$691,445	\$694,716
FTA Formula Grants (New Bus)	\$4,569,447	\$4,931,069	\$5,037,166	\$5,064,642	\$5,291,187	\$5,397,284	\$5,424,761	\$5,702,041	\$5,808,138	\$5,835,615
FTA Formula Grants (New LRT)	\$1,346,330	\$1,346,330	\$2,327,272	\$2,327,272	\$2,327,272	\$2,327,272	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315
FTA State of Good Repair Formula Grants (New LRT)	\$0	\$709,800	\$709,800	\$709,800	\$709,800	\$2,475,200	\$2,475,200	\$2,475,200	\$2,475,200	\$4,240,600
Other New Public Works Grants (FDOT, MPO, FHWA)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA/FDOT New Starts/Small Starts Discretionary Grants (New LRT/BRT)	\$120,420,463	\$93,946,990	\$0	\$0	\$7,941,096	\$8,179,329	\$10,109,651	\$8,677,450	\$8,937,774	\$9,205,907
Other New Disc. Grants (25% FTA + 25% FDOT)	\$14,954,430	\$28,570,559	\$32,632,604	\$30,584,708	\$28,153,394	\$17,784,148	\$14,420,271	\$29,430,942	\$23,348,400	\$18,681,099
Total Capital Revenues	\$170,566,713	\$159,161,797	\$70,720,276	\$69,052,810	\$75,171,854	\$67,286,915	\$66,553,440	\$80,816,977	\$75,494,899	\$73,280,081
Capital Revenues Minus Capital Costs	(\$263,353,554)	(\$213,582,617)	(\$93,234,265)	(\$150,322,609)	(\$221,335,045)	(\$175,465,967)	(\$75,640,348)	(\$70,874,588)	(\$112,820,999)	(\$58,569,616)
New Surtax Funding for Capital	\$263,353,554	\$213,582,617	\$93,234,265	\$150,322,609	\$221,335,045	\$175,465,967	\$75,640,348	\$70,874,588	\$112,820,999	\$58,569,616
Projected 1-cent Sales Tax Revenue	\$454,234,333	\$466,498,660	\$479,094,123	\$492,029,665	\$505,314,466	\$518,957,956	\$532,969,821	\$547,360,006	\$562,138,726	\$577,316,472
(Less 5% of Total Surtax Revenue)	(\$22,711,717)	(\$23,324,933)	(\$23,954,706)	(\$24,601,483)	(\$25,265,723)	(\$25,947,898)	(\$26,648,491)	(\$27,368,000)	(\$28,106,936)	(\$28,865,824)
Remaining Annual Surtax Revenue	\$431,522,616	\$443,173,727	\$455,139,417	\$467,428,181	\$480,048,742	\$493,010,058	\$506,321,330	\$519,992,006	\$534,031,790	\$548,450,648
(Broward Co. Operating & Capital Deficit)	(\$426,467,337)	(\$391,367,481)	(\$297,091,386)	(\$364,464,407)	(\$450,078,713)	(\$417,317,963)	(\$334,379,747)	(\$347,244,437)	(\$404,175,265)	(\$363,856,485)
Total Broward Co. Contingency	\$27,169,901	\$30,200,589	\$30,663,240	\$30,582,192	\$31,228,969	\$31,893,209	\$32,575,384	\$33,275,977	\$33,995,486	\$34,734,422
City Allocation (Minimum 10% of Surtax Revenue):										
Direct Funding of Community Shuttle Capital and O&M	\$13,424,108	\$15,542,728	\$21,016,567	\$13,151,890	\$20,108,969	\$15,884,097	\$17,355,217	\$16,509,960	\$19,115,595	\$25,847,726
City Projects	\$29,728,154	\$28,774,645	\$125,526,492	\$60,982,888	\$21,268,419	\$49,013,847	\$143,792,214	\$145,443,457	\$99,946,779	\$147,952,285
City Project Contingency	\$0	\$0	\$4,166,666	\$4,166,666	\$0	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666
TOTAL	\$43,152,262	\$44,317,373	\$150,709,724	\$71,673,958	\$48,004,874	\$69,064,610	\$165,314,097	\$166,120,083	\$123,229,039	\$177,966,678

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OPERATING										
Costs	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
Status Quo - Existing Transit Operations	\$177,686,291	\$181,394,059	\$185,183,069	\$189,055,094	\$193,011,942	\$197,055,457	\$201,187,525	\$205,410,069	\$209,725,053	\$214,134,478
Paratransit Operations	\$100,136,039	\$106,223,653	\$112,687,301	\$119,550,402	\$126,837,837	\$134,576,047	\$142,793,125	\$151,518,924	\$160,785,165	\$170,625,554
New 30-yr. Bus Service Plan	\$199,040,160	\$208,562,528	\$215,766,651	\$222,239,651	\$233,640,911	\$241,685,244	\$248,935,801	\$260,644,202	\$269,594,632	\$277,682,471
New Light Rail Transit (LRT)	\$70,709,255	\$72,830,532	\$75,015,448	\$77,265,912	\$79,583,889	\$81,971,406	\$84,430,548	\$86,963,465	\$89,572,369	\$92,259,540
Public Works	\$9,380,205	\$9,910,878	\$10,515,375	\$10,766,733	\$11,357,078	\$11,582,446	\$12,488,216	\$12,715,915	\$12,725,411	\$14,075,645
Transit Security - Operations	\$3,612,222	\$3,720,589	\$3,832,207	\$3,947,173	\$4,065,588	\$4,187,556	\$4,313,183	\$4,442,578	\$4,575,855	\$4,713,131
Total Operating Costs	\$560,564,172	\$582,642,239	\$603,000,052	\$622,824,964	\$648,497,246	\$671,058,156	\$694,148,399	\$721,695,153	\$746,978,485	\$773,490,819
Revenues	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
Status Quo - Existing Transit Operations	\$140,044,574	\$140,945,013	\$141,857,144	\$142,781,172	\$143,717,310	\$144,665,772	\$145,626,779	\$146,600,557	\$147,587,340	\$148,587,364
Paratransit Operations (State Transportation Disadvantaged Program Grants)	\$4,792,908	\$4,840,837	\$4,889,245	\$4,938,138	\$4,987,519	\$5,037,394	\$5,087,768	\$5,138,646	\$5,190,032	\$5,241,933
Public Works	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Block Grants - New Bus	\$12,937,610	\$13,556,564	\$14,024,832	\$14,445,577	\$15,186,659	\$15,709,541	\$16,180,827	\$16,941,873	\$17,523,651	\$18,049,361
State Block Grants - New LRT	\$4,596,102	\$4,733,985	\$4,876,004	\$5,022,284	\$5,172,953	\$5,328,141	\$5,487,986	\$5,652,625	\$5,822,204	\$5,996,870
All Other New Revenue	\$16,401,698	\$17,106,819	\$17,676,858	\$18,207,164	\$19,037,423	\$19,670,652	\$20,260,772	\$21,123,015	\$21,824,571	\$22,479,309
Farebox Revenues - New Bus	\$45,779,237	\$47,969,381	\$49,626,330	\$51,115,120	\$53,737,410	\$55,587,606	\$57,255,234	\$59,948,166	\$62,006,765	\$63,866,968
Farebox Revenues - New LRT	\$10,606,388	\$10,924,580	\$11,252,317	\$11,589,887	\$11,937,583	\$12,295,711	\$12,664,582	\$13,044,520	\$13,435,855	\$13,838,931
Total Operating Revenues	\$235,158,517	\$240,077,179	\$244,202,731	\$248,099,342	\$253,776,857	\$258,294,817	\$262,563,948	\$268,449,402	\$273,390,419	\$278,060,735
Operating Revenues Minus Operating Costs	(\$325,405,655)	(\$342,565,060)	(\$358,797,321)	(\$374,725,622)	(\$394,720,389)	(\$412,763,339)	(\$431,584,451)	(\$453,245,750)	(\$473,588,065)	(\$495,430,083)
New Surtax Funding for Operating	\$325,405,655	\$342,565,060	\$358,797,321	\$374,725,622	\$394,720,389	\$412,763,339	\$431,584,451	\$453,245,750	\$473,588,065	\$495,430,083
CAPITAL										
Costs	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
Status Quo - Existing Transit Capital	\$33,195,582	\$33,905,603	\$34,632,637	\$35,377,130	\$36,139,540	\$36,920,339	\$37,720,012	\$38,539,055	\$39,377,981	\$40,237,317
Paratransit Vehicles	\$6,167,022	\$6,413,703	\$6,670,251	\$6,937,061	\$7,214,544	\$7,503,125	\$7,803,250	\$8,115,380	\$8,439,996	\$8,777,595
New 30-yr. Bus Service Plan (New Vehicles)	\$19,912,304	\$5,127,418	\$0	\$0	\$5,602,868	\$0	\$0	\$6,122,406	\$0	\$0
New 30-yr. Bus Service Plan (Replacement Vehicles)	\$26,881,611	\$9,229,353	\$0	\$21,758,712	\$25,773,195	\$9,233,527	\$53,496,748	\$23,265,141	\$17,657,018	\$59,756,393
New LRT Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New LRT Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public Works	\$49,348,155	\$29,636,947	\$36,797,411	\$55,420,928	\$57,497,386	\$56,882,285	\$49,060,099	\$10,439,887	\$53,174,000	\$86,861,706
New BRT/Rapid Bus Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Transit Infrastructure (IT/Sec./Maint. Fac./Shelters/NTCs/P-R)	\$22,430,565	\$22,986,215	\$19,649,640	\$25,848,063	\$26,455,236	\$26,139,117	\$26,783,268	\$27,446,743	\$29,964,989	\$30,668,870
Planning Studies/Passenger Surveys	\$4,109,304	\$4,232,583	\$4,359,561	\$4,490,347	\$4,625,058	\$4,763,810	\$4,906,724	\$5,053,926	\$5,205,543	\$5,361,710
Total Capital Costs	\$162,044,543	\$111,531,823	\$102,109,530	\$149,832,242	\$163,307,827	\$141,442,203	\$179,770,101	\$118,982,538	\$153,819,527	\$231,663,591
Revenues	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
Status Quo - Existing Transit Capital	\$29,388,978	\$29,791,235	\$30,200,765	\$30,617,739	\$31,042,331	\$31,474,722	\$31,915,096	\$32,363,643	\$32,820,556	\$33,286,038
Federal Transit Administration (FTA) Bus & Bus Facilities Formula Grants (New)	\$729,916	\$742,547	\$745,818	\$745,818	\$761,227	\$764,498	\$764,498	\$777,128	\$780,399	\$780,399
FTA Formula Grants (New Bus)	\$6,131,294	\$6,237,391	\$6,264,868	\$6,264,868	\$6,394,303	\$6,421,780	\$6,421,780	\$6,527,877	\$6,555,353	\$6,555,353
FTA Formula Grants (New LRT)	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315	\$2,628,315
FTA State of Good Repair Formula Grants (New LRT)	\$4,240,600	\$4,240,600	\$4,240,600	\$4,750,200	\$4,750,200	\$4,750,200	\$4,750,200	\$4,750,200	\$4,750,200	\$4,750,200
Other New Public Works Grants (FDOT, MPO, FHWA)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
FTA/FDOT New Starts/Small Starts Discretionary Grants (New LRT/BRT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other New Disc. Grants (25% FTA + 25% FDOT)	\$34,612,240	\$18,671,493	\$9,824,820	\$23,803,387	\$28,915,650	\$17,686,322	\$40,140,008	\$28,417,145	\$23,811,003	\$45,212,631
Total Capital Revenues	\$80,731,343	\$65,311,581	\$56,905,186	\$71,810,327	\$77,492,025	\$66,725,837	\$89,619,896	\$78,464,307	\$74,345,827	\$96,212,937
Capital Revenues Minus Capital Costs	(\$81,313,200)	(\$46,220,242)	(\$45,204,344)	(\$78,021,915)	(\$85,815,802)	(\$74,716,367)	(\$90,150,205)	(\$40,518,231)	(\$79,473,700)	(\$135,450,654)
New Surtax Funding for Capital	\$81,313,200	\$46,220,242	\$45,204,344	\$78,021,915	\$85,815,802	\$74,716,367	\$90,150,205	\$40,518,231	\$79,473,700	\$135,450,654
Projected 1-cent Sales Tax Revenue	\$592,904,017	\$608,912,425	\$625,353,061	\$642,237,593	\$659,578,008	\$677,386,615	\$695,676,053	\$714,459,307	\$733,749,708	\$753,560,950
(Less 5% of Total Surtax Revenue)	(\$29,645,201)	(\$30,445,621)	(\$31,267,653)	(\$32,111,880)	(\$32,978,900)	(\$33,869,331)	(\$34,783,803)	(\$35,722,965)	(\$36,687,485)	(\$37,678,047)
Remaining Annual Surtax Revenue	\$563,258,816	\$578,466,804	\$594,085,408	\$610,125,714	\$626,599,108	\$643,517,284	\$660,892,250	\$678,736,342	\$697,062,222	\$715,882,902
(Broward Co. Operating & Capital Deficit)	(\$406,718,855)	(\$388,785,302)	(\$404,001,665)	(\$452,747,537)	(\$480,536,190)	(\$487,479,706)	(\$521,734,656)	(\$493,763,981)	(\$553,061,765)	(\$630,880,738)
Total Broward Co. Contingency	\$35,493,310	\$36,272,687	\$37,073,107	\$37,895,139	\$38,739,366	\$39,606,386	\$40,496,817	\$41,411,289	\$42,350,451	\$43,314,971
City Allocation (Minimum 10% of Surtax Revenue):										
Direct Funding of Community Shuttle Capital and O&M	\$16,175,166	\$24,731,495	\$19,535,435	\$21,344,727	\$20,305,168	\$23,509,770	\$31,789,443	\$19,893,414	\$30,416,619	\$24,026,126
City Projects	\$129,570,643	\$154,155,855	\$159,754,155	\$125,239,297	\$114,963,598	\$121,733,656	\$96,574,000	\$154,284,794	\$102,789,686	\$50,181,870
City Project Contingency	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666	\$4,166,666
TOTAL	\$149,912,475	\$183,054,016	\$183,456,256	\$150,750,691	\$139,435,432	\$149,410,092	\$132,530,109	\$178,344,874	\$137,372,971	\$78,374,679