



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MICHAEL DEW
SECRETARY

December 3, 2018

Mr. Gregory Stuart, Executive Director
Broward Metropolitan Planning Organization
100 West Cypress Creek Road
Suite 850
Fort Lauderdale, FL 33309

**SUBJECT: Broward Metropolitan Planning Organization (MPO)
TIP Amendment Request FY 2018/19 – 2022/23
FM No. 443342-1, Broward County Transit Section 5339 (c)**

Dear Mr. Stuart:

Pursuant to Title 23 and Title 49, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2018/19 – 2022/23 Transportation Improvement Program. This amendment is required because of funding reallocation or cost changes and needs to be reflected in the TIP. This Transportation Improvement Program Amendment is consistent with the Adopted Long Range Transportation Plan and the adopted TIP remains financially constrained.

If you have any questions or need additional information, please contact me at (954) 777-4561.

Sincerely,

John M. Podczerwinsky, AICP CTP
Planning Supervisor
District Four

GA/jp

Attachments: A) MPO TIP amendment request form

The above TIP amendment was authorized to be included in the FY 2018/19-2022/23 Transportation Improvement Program.

Mr. Gregory Stuart
Director

Signature

**Transportation Improvement Program Amendment
FY 2019-2023**

TIP Amendment Number 443342-1

TIP Page Number 17-74 of Roll Forward Report

Is a STIP amendment needed for this project? (check if yes)

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Number 4

Metropolitan Planning Organization Chairman or Designee

John Podczerwinsky 954-777-4651/ Jayne Pietrowski 954-777-4661
FDOT District Representative
District Four

TIP amendment criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: BROWARD COUNTY TRANSIT SECTION 5339 (c)

Notes: Managed by FDOT

Status	FPN	Limits	Description	Project Length	Phase	Fund Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Existing	443342-1	BROWARD COUNTY	CAPITAL FOR FIXED ROUTE	N/A	CAP	FTA	\$1,000,000.00					\$ 1,000,000
					CAP	LF	\$150,000.00				\$ 150,000	
Proposed	443342-1	BROWARD COUNTY	CAPITAL FOR FIXED ROUTE	N/A	CAP	FTA	\$3,225,000.00					\$ 3,225,000
					CAP	LF	\$1,713,269.00				\$ 1,713,269	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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TRANSIT
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Adopted September 13, 2018

ITEM NUMBER: 443342 1		PROJECT DESCRIPTION: BROWARD COUNTY TRANSIT SECTION 5339 (C)					*NON-SIS*	
DISTRICT: 04		COUNTY: BROWARD					TYPE OF WORK: CAPITAL FOR FIXED ROUTE	
EX DESC: LOW NO OR NO EMISSION PROGRAM/DISCRETIONARY								
ROADWAY ID:		PROJECT LENGTH: .000					LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2019	2019	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY BROWARD COUNTY								
FTA	0	1,000,000	0	0	0	0	0	1,000,000
LF	0	150,000	0	0	0	0	0	150,000
TOTAL 443342 1	0	1,150,000	0	0	0	0	0	1,150,000
TOTAL PROJECT:	0	1,150,000	0	0	0	0	0	1,150,000
TOTAL DIST: 04	636,266,845	358,794,835	31,982,882	32,005,797	30,481,151	29,296,161	0	1,118,827,671
TOTAL TRANSIT	636,266,845	358,794,835	31,982,882	32,005,797	30,481,151	29,296,161	0	1,118,827,671

4433421

BROWARD COUNTY TRANSIT SECTION 5339(c)

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE
From:
To:
Lead Agency: FDOT

Phase	Fund Source	2019	2020	2021	2022	2023	Total
CAP	FTA	3,225,000	0	0	0	0	3,225,000
CAP	LF	1,713,269	0	0	0	0	1,713,269
Total		4,938,269	0	0	0	0	4,938,269

Prior Year Cost:
Future Year Cost:
Total Project Cost: 4,938,269
Project Description:



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT
SECRETARY

April 24, 2019

Mr. Gregory Stuart, Executive Director
Broward Metropolitan Planning Organization
100 West Cypress Creek Road
Suite 850
Fort Lauderdale, FL 33309

**SUBJECT: Broward Metropolitan Planning Organization (MPO)
TIP Amendment Request FY 2018/19 – 2022/23
FM #: 437793-1, Pompano Park PL / SW 3rd St. from Powerline Rd. to S. Cypress Rd.**

Dear Mr. Stuart:

Pursuant to Title 23 and Title 49, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2018/19 – 2022/23 Transportation Improvement Program. This amendment is required because this project is being removed and deleted from the current TIP. This Transportation Improvement Program amendment is consistent with the Adopted Long-Range Transportation Plan and the adopted TIP remains financially constrained.

If you have any questions or need additional information, please contact me at (954) 777-4561.

Sincerely,

John Podczerwinsky
Planning Supervisor
District Four

GA/jp

Attachments: A) MPO TIP amendment request form

The above TIP amendment was authorized to be included in the FY 2018/19-2022/23 Transportation Improvement Program.

Mr. Gregory Stuart
Director

Signature

**Transportation Improvement Program Amendment
FY 2019-2023**

TIP Amendment Number 437793-1

TIP Page Number 15-1-39

Is a STIP amendment needed for this project? (check if yes)

The TIP Amendment is consistent with the Adopted Long Range Transportation Plan and remains financially constrained.

L RTP Page Number 43

Metropolitan Planning Organization Chairman or Designee

John Podczerwinsky 954-777-4651/Humberto Arrieta 954-777-4415
FDOT District Representative
District Four

TIP amendment criteria:

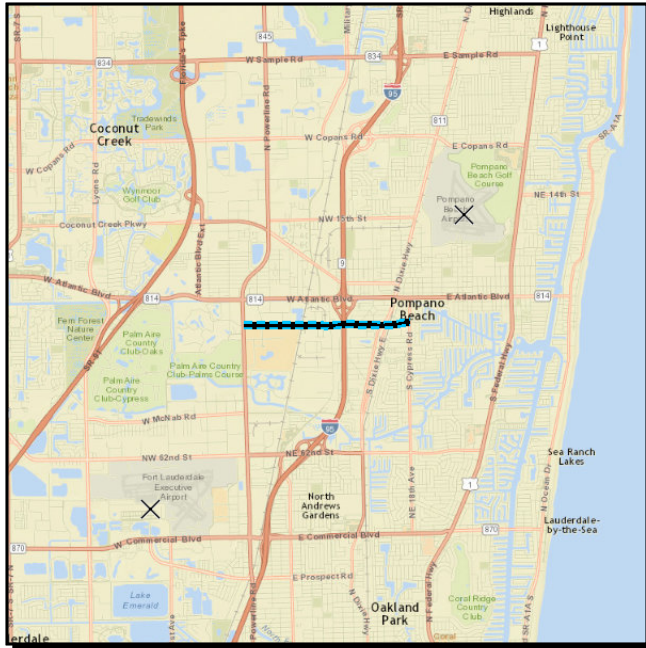
- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20% AND greater than \$2 million.
- F Other

Project Name: POMPANO PARK PL/SW 3RD STREET FROM POWERLINE RD TO S. CYPRESS RD

Notes: Managed by FDOT

Status	FPN	Limits	Description	Project Length	Phase	Fund Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Total
Existing	437793-1	FROM POWERLINE RD TO S. CYPRESS RD	BIKE LANE/SIDEWALK	2.072 mi	PE	SU	\$ 1,310,000					\$ 6,091,404
					ENV	SU		\$ 35,000				
					CST	SU			\$ 4,746,404			
Proposed	437793-1	FROM POWERLINE RD TO S. CYPRESS RD	BIKE LANE/SIDEWALK	2.072 mi	PE	SU	\$ -					\$ -
					ENV	SU		\$ -				
					CST	SU			\$ -			

4377931 POMPANO PARK PL/SW 3RD STREET FROM POWERLINE RD TO S. CYPRESS RD Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 2.072

Phase	Fund Source	2019	2020	2021	2022	2023	Total
PE	SU	1,310,000	0	0	0	0	1,310,000
ENV	SU	0	35,000	0	0	0	35,000
CST	SU	0	0	4,746,404	0	0	4,746,404
Total		1,310,000	35,000	4,746,404	0	0	6,091,404

Prior Year Cost:
Future Year Cost:
Total Project Cost: 6,091,404
Project Description:

10.2 Pavement and bridge condition measures (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.

Pavement and Bridge Performance Targets

Federal rules require state DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving the targets. States must set four-year statewide targets for the percent of interstate pavements in good and poor condition; two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and two-year and four-year targets for the percent of NHS bridges by deck area in good and poor condition.

MPOs must set four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO's planning area.

FDOT set the statewide targets in Table 4 on May 18, 2018.

Table 4 Statewide Pavement and Bridge Condition Targets

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of Interstate pavements in good condition	Not required	60%
Percent of Interstate pavements in poor condition	Not required	5%

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of non-Interstate NHS pavements in good condition	40%	40%
Percent of non-Interstate NHS pavements in poor condition	5%	5%
Percent of NHS bridges by deck area in good condition	50%	50%
Percent of NHS bridges by deck area in poor condition	10%	10%

In setting the statewide targets, FDOT considered several factors. The key considerations included:

- FDOT currently has the following conditions:
 - 66% of the Interstate pavements in good condition and 0.1% in poor condition;
 - 45% of the non-Interstate NHS pavements in good condition and 0.4% in poor condition;
 - 72% of NHS bridges by deck area in good condition and 1% in poor condition
- FDOT seeks to be conservative in its targets, while at the same time meeting the minimum condition requirements (no more than 5% of the Interstate System in poor condition and no more than 10% of NHS bridges by deck area in poor condition).

On November 14, 2018 the Broward MPO agreed to support FDOT’s statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that will, once implemented, make progress toward achieving the statewide targets.

The Broward MPO TIP was developed and is managed in cooperation with FDOT and Broward County Transit (BCT), South Florida Regional Transportation Authority (SFRTA) and the City of Fort Lauderdale. It reflects the investment priorities established in the 2040 LRTP. The TIP includes specific investment priorities that support all of the MPO’s goals including maintaining infrastructure, using a prioritization and project selection process established in the LRTP. The Broward MPO TIP includes 61 projects that address bridge and pavement conditions. This reflects an overall investment of \$1.96 billion. A subset of those 61 projects is shown below:

- SR-5/US-1 FR SR-862/I-595 TO N OF SR-842/BROWARD BLVD, bridge rehabilitation CST FY20
- SR-822/SHERIDAN STREET FROM WEST OF NORTH 22ND AVE TO SR-5/US-1, resurfacing FY21
- SR-834/SAMPLE ROAD FROM NW 5TH TERRACE TO SR-5/US-1, resurfacing FY21
- SR-93/I-75 FROM I-595 TO WEST OF US-27, resurfacing FY21

The Broward MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide pavement and bridge performance targets.

10.3 System performance, freight, and congestion mitigation & air quality improvement program measures (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR);
- Annual hours of peak hour excessive delay per capita;
- Percent of non-single occupant vehicle travel (Non-SOV); and
- Total emissions reduction of on-road mobile source emissions.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the remaining three measures do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

System Performance and Freight Targets

Federal rules require MPOs to establish four-year performance targets for the LOTTR and TTTR performance measures, within 180 days of FDOT setting statewide targets. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO's planning area.

FDOT set the statewide targets in Table 5 on May 18, 2018.

Table 5 Statewide System Performance Freight Target

Performance Measure	2-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	50%
Truck travel time reliability (TTTR)	1.75	2.00

In setting the statewide targets, FDOT considered several factors. The key considerations included:

- FDOT currently has the following conditions:
 - 82% of person-miles traveled on the Interstate that are reliable;
 - 84% of person-miles traveled on the non-Interstate that are reliable;
 - 1.43 truck travel time reliability index
- FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable. One key conclusion from this effort is that there is a degree of uncertainty with the future performance of reliability.
- FDOT sought to be conservative in its targets and closely monitor its PM3 performance in the coming years.

On November 14, 2018, the Broward MPO agreed to support FDOT’s statewide system performance targets, thus agreeing to plan and program projects in the TIP that will, once implemented, make progress toward achieving the statewide targets.

The Broward MPO TIP was developed and is managed in cooperation with FDOT and transit providers: Broward County Transit, South Florida Regional Transportation Authority and the City of Fort Lauderdale. It reflects the investment priorities established in the 2040 LRTP. The TIP includes specific investment priorities that support all of the MPO’s goals including reducing travel time and Achieving LOS standards, using a prioritization and project selection process established in the LRTP. The Broward MPO TIP includes 129 projects that address system performance and reliability. This reflects an overall investment of \$2.08 billion. A subset of those 129 projects is shown below:

- I-95 EXPRESS/PHASE 1, urban corridor improvements, FY19
- SR-7/US-441 @ OAKLAND PARK BOULEVARD, intersection improvements, PE FY20
- SR-820/PINES BOULEVARD @ FLAMINGO ROAD, intersection improvements PE FY19, CST FY21
- SR-870/COMMERCIAL BLVD FROM ROCK ISLAND ROAD TO SR-5/US-1, adaptive traffic control system, PE FY22
- MIRAMAR BLVD AND HIATUS RD, park and ride lot, CST FY20

The Broward MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide LOTTR and TTTR performance targets.

10.4 Transit Asset Management Measures

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

The table 6 identifies performance measures outlined in the final rule for transit asset management.

Table 6 Transit Asset Management Performance Measures Area

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

Transit Asset Management Performance Targets

Public transportation agencies are required to set and report transit targets annually. Public transit providers or their sponsors must share their targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. Subsequent MPO

TAM targets must be set when updating the LRTP. MPOs can either agree to program projects that will support the TAM targets, or set their own separate regional TAM targets for the MPO’s planning area. Regional TAM targets may differ from agency TAM targets, especially if there are multiple transit agencies in the MPO’s planning area, or in the event that one or more transit agencies have not provided TAM targets to the MPO.

On November 14, 2018, the Broward MPO, in consultation with Broward County Transit (BCT), South Florida Regional Transportation Authority (SFRTA) and the City of Fort Lauderdale (City of Fort Lauderdale operates the Sun Trolley) established its TAM performance targets based upon data received from BCT, SFRTA and City of Fort Lauderdale for the MPO planning area. The targets for the MPO’s planning area are shown in the Table 7.

Table 7 Regional Transit Asset Management Targets

Asset Category - Performance Measure	Asset Class/Type	Useful Life Benchmark	2019 Target
Rolling Stock			
Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Cutaway Bus (CU)	10 years	0%
	Paratransit Mini Van (MV)	8 years	0%
	40 Foot Bus (BU)	14 years	15%
	60 Foot Bus Articulated Bus (AB)	14 years	0%
	45 Foot Bus (BR)	14 years	0%
	Commuter Rail Locomotive (RL)	39 years	0%
	Commuter Rail Passenger Coach (RP)	39 years	0%
	Commuter Rail self-propelled passenger car (RS)	39 years	0%

Asset Category - Performance Measure	Asset Class/Type	Useful Life Benchmark	2019 Target
Equipment			
Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All non-revenue vehicles	8 years	0%
	Other rubber tire vehicles	14 years	0%
Facilities			
Percentage of facilities rated below Condition 3.0 on the FTA Transit Economic Requirements Model (TERM)	Passenger, maintenance, parking and administrative facilities	3.0	30%
Infrastructure			
Percentage of track segments with performance restrictions	Rail fixed guideway, track and signals	Performance Restrictions	8%

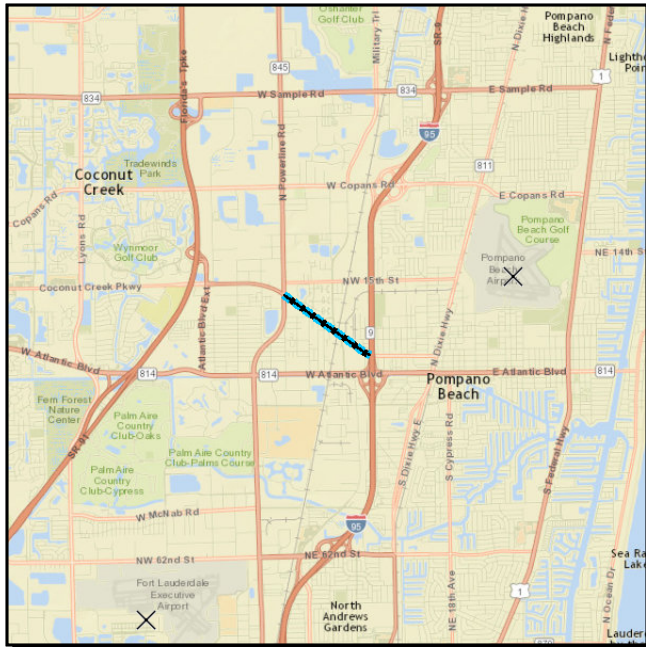
The Broward MPO TIP was developed and is managed in cooperation with Broward County Transit (BCT), South Florida Regional Transportation Authority (SFRTA) and the City of Fort Lauderdale. It reflects the investment priorities established in the 2040 LRTP. Transit asset condition and state of good repair is a consideration in the methodology Broward MPO and the transit agencies use to select projects for inclusion in the TIP. The Broward MPO TIP, once implemented, will make progress toward achieving these targets. Sections 1, 2 and 4 of the Broward MPO's TIP documents all funds (local, FTA and STP) that will be used by BCT, SFRTA and City of Fort Lauderdale for TAM. The Broward MPO TIP identified over \$14.5 million for bus replacements.

The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The MPO's goal of improving transit asset condition is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

4407461

HAMMONDVILLE ROAD FROM POWERLINE ROAD TO EAST OF SR-9/I-95

Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 1.510

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	70,000	0	0	0	0	70,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
DSB	TGR	0	3,551,054	0	0	0	3,551,054
DSB	LF	0	2,972,180	0	0	0	2,972,180
Total		156,420	6,523,234	0	0	0	6,679,654

Prior Year Cost: 527,820

Future Year Cost:

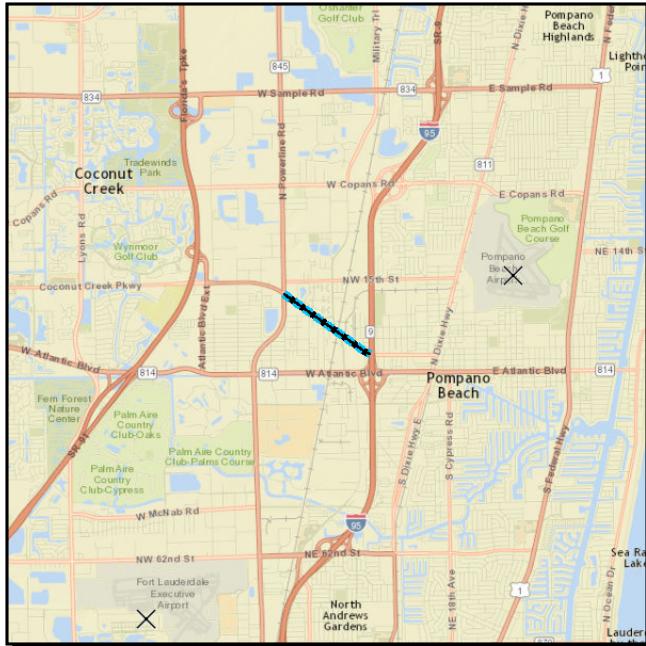
Total Project Cost: 7,207,474

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT; FHWA OVERSIGHT FY2016 "TIGER" GRANT RECEIPTANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024. LFA W/ CITY OF POMPANO BEACH GOES WITH 440746-2/3/4/5 AND 441727-1

4407461

HAMMONDVILLE ROAD FROM POWERLINE ROAD TO EAST OF SR-9/I-95

Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 1.510

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	70,000	0	0	0	0	70,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
CEI	SU	0	700,000	0	0	0	700,000
DSB	TGR	0	3,551,054	0	0	0	3,551,054
DSB	LF	0	2,972,180	0	0	0	2,972,180
Total		156,420	7,223,234	0	0	0	7,379,654

Prior Year Cost: 527,820

Future Year Cost:

Total Project Cost: 7,907,474

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT; FHWA OVERSIGHT FY2016 "TIGER" GRANT RECEIPTANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024. LFA W/ CITY OF POMPANO BEACH GOES WITH 440746-2/3/4/5 AND 441727-1

4407462 NORTHWEST 31ST AVENUE FROM COMMERICAL BOULEVARD TO MCNAB ROAD Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 1.612

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	20,000	0	0	0	0	20,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
DSB	TGR	0	3,027,477	0	0	0	3,027,477
DSB	LF	0	1,559,056	0	0	0	1,559,056
Total		106,420	4,586,533	0	0	0	4,692,953

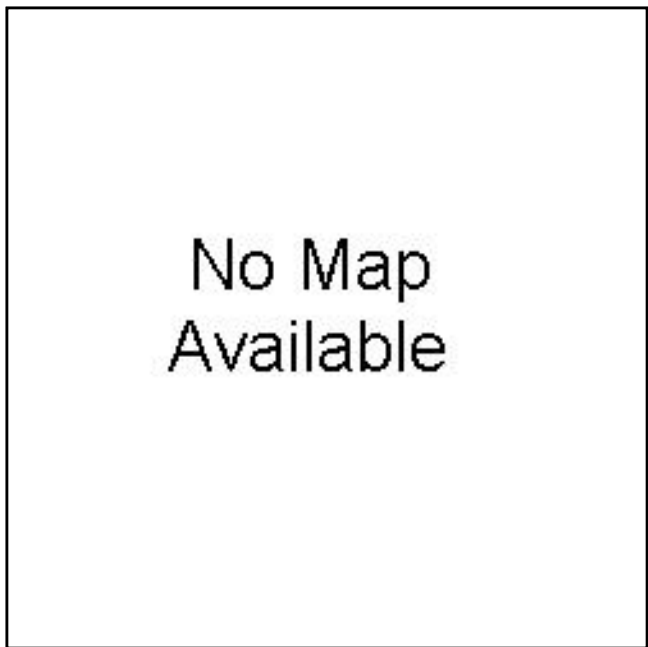
Prior Year Cost: 240,945

Future Year Cost:

Total Project Cost: 4,933,898

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT; FHWA OVERSIGHT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024 LFA W/ BROWARD COUNTY. GOES WITH 440746-1/3/4/5 AND 441727-1

4407462 NORTHWEST 31ST AVENUE FROM COMMERICAL BOULEVARD TO MCNAB ROAD Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 1.612

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	20,000	0	0	0	0	20,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
CEI	SU	0	360,000	0	0	0	360,000
DSB	TGR	0	3,027,477	0	0	0	3,027,477
DSB	LF	0	1,559,056	0	0	0	1,559,056
Total		106,420	4,946,533	0	0	0	5,052,953

Prior Year Cost: 240,945

Future Year Cost:

Total Project Cost: 5,293,898

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT; FHWA OVERSIGHT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024 LFA W/ BROWARD COUNTY. GOES WITH 440746-1/3/4/5 AND 441727-1

4407463 SR-845/POWERLINE RD FR SR-816/OAKLAND PK BV TO SR-870/COMMERCIAL BV Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 1.800

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	70,000	0	0	0	0	70,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
DSB	TGR	0	654,190	0	0	0	654,190
DSB	LF	0	565,984	0	0	0	565,984
Total		156,420	1,220,174	0	0	0	1,376,594

Prior Year Cost: 94,533

Future Year Cost:

Total Project Cost: 1,471,127

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT; FHWA OVERSIGHT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024; LFA W/ CITY OF OAKLAND PARK. GOES WITH 440746-1/2/4/5 AND 441727-1

4407463 SR-845/POWERLINE RD FR SR-816/OAKLAND PK BV TO SR-870/COMMERCIAL BV Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 1.800

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	70,000	0	0	0	0	70,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
CEI	SU	0	132,103	0	0	0	132,103
DSB	TGR	0	654,190	0	0	0	654,190
DSB	LF	0	565,984	0	0	0	565,984
Total		156,420	1,352,277	0	0	0	1,508,697

Prior Year Cost: 94,533

Future Year Cost:

Total Project Cost: 1,603,230

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT; FHWA OVERSIGHT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024; LFA W/ CITY OF OAKLAND PARK. GOES WITH 440746-1/2/4/5 AND 441727-1

4407464 LAUDERDALE LAKES GREENWAY FROM NW 29TH AVENUE TO NW 31ST AVENUE Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** .250

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	20,000	0	0	0	0	20,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
DSB	TGR	0	290,755	0	0	0	290,755
DSB	LF	0	211,178	0	0	0	211,178
Total		106,420	501,933	0	0	0	608,353

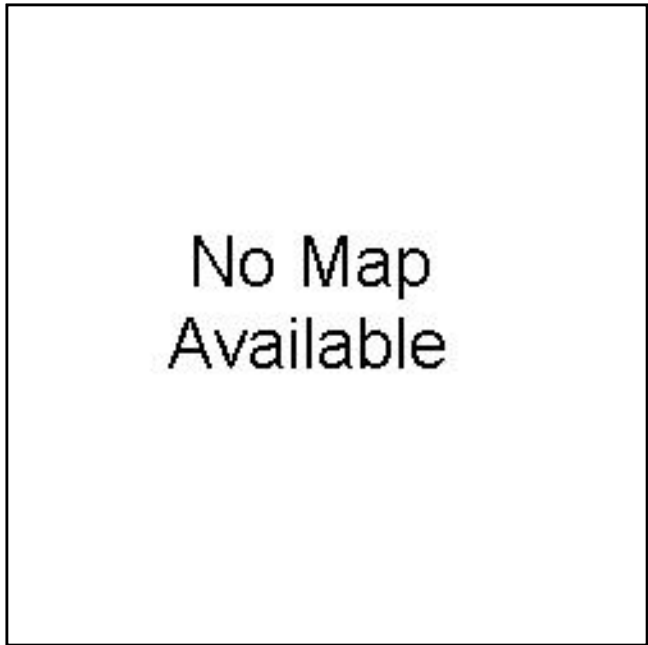
Prior Year Cost: 38,823

Future Year Cost:

Total Project Cost: 647,176

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024; LFA W/ CITY OF LAUDERDALE LAKES GOES WITH 440746-1/2/3/5 AND 441727-1

4407464 LAUDERDALE LAKES GREENWAY FROM NW 29TH AVENUE TO NW 31ST AVENUE Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** .250

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	20,000	0	0	0	0	20,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
CEI	SU	0	50,000	0	0	0	50,000
DSB	TGR	0	290,755	0	0	0	290,755
DSB	LF	0	211,178	0	0	0	211,178
Total		106,420	551,933	0	0	0	658,353

Prior Year Cost: 38,823

Future Year Cost:

Total Project Cost: 697,176

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 AND EXPENDED BY 09/30/2024; LFA W/ CITY OF LAUDERDALE LAKES GOES WITH 440746-1/2/3/5 AND 441727-1

4407465

RIVERLAND ROAD FROM SR-7/US-441 TO BROWARD BOULEVARD

Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 3.644

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	20,000	0	0	0	0	20,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
DSB	TGR	0	3,287,792	0	0	0	3,287,792
DSB	LF	0	1,222,119	0	0	0	1,222,119
Total		106,420	4,509,911	0	0	0	4,616,331

Prior Year Cost: 297,881

Future Year Cost:

Total Project Cost: 4,914,212

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 & EXPENDED BY 09/30/2024; LFA W/CITY OF FT.LAUDERDALE & BROWARD COUNTY GOES WITH 440746-1/2/3/4 AND 441727-1

4407465

RIVERLAND ROAD FROM SR-7/US-441 TO BROWARD BOULEVARD

Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:**
To:
Lead Agency: MANAGED BY FDOT **Length:** 3.644

Phase	Fund Source	2019	2020	2021	2022	2023	Total
RRU	TGR	20,000	0	0	0	0	20,000
PE	TGR	76,420	0	0	0	0	76,420
ENV	TGR	10,000	0	0	0	0	10,000
CEI	SU	0	304,000	0	0	0	304,000
DSB	TGR	0	3,287,792	0	0	0	3,287,792
DSB	LF	0	1,222,119	0	0	0	1,222,119
Total		106,420	4,813,911	0	0	0	4,920,331

Prior Year Cost: 297,881

Future Year Cost:

Total Project Cost: 5,218,212

Project Description: BROWARD MPO REGIONAL COMPLETE STREET INITIATIVE PROJECT ADMINISTERED BY FDOT FY2016 "TIGER" GRANT RECEIPANT = BROWARD MPO FEDERAL FUNDS "TGR" TO BE OBLIGATED BY 09/30/2019 & EXPENDED BY 09/30/2024; LFA W/CITY OF FT.LAUDERDALE & BROWARD COUNTY GOES WITH 440746-1/2/3/4 AND 441727-1